

MOTOR AGE

Vol. IV. No. 11

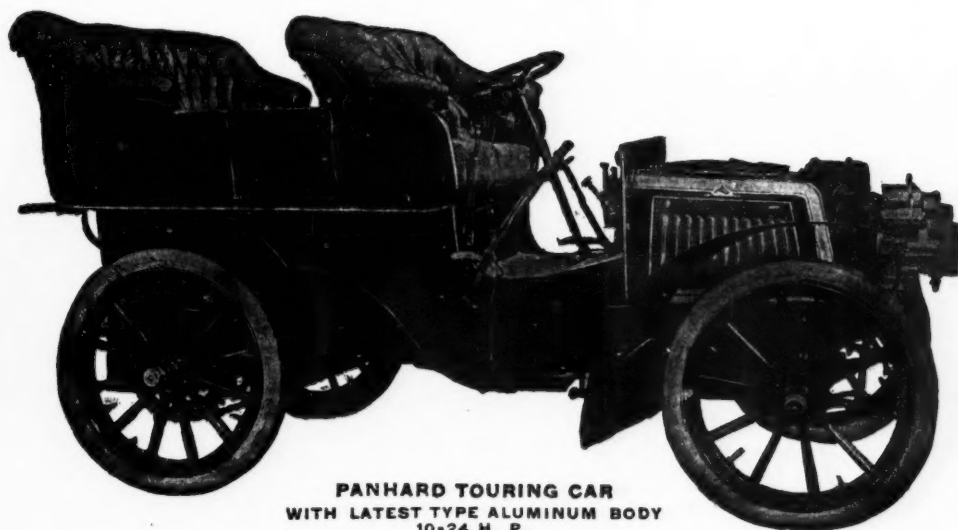
SEPTEMBER 10, 1903

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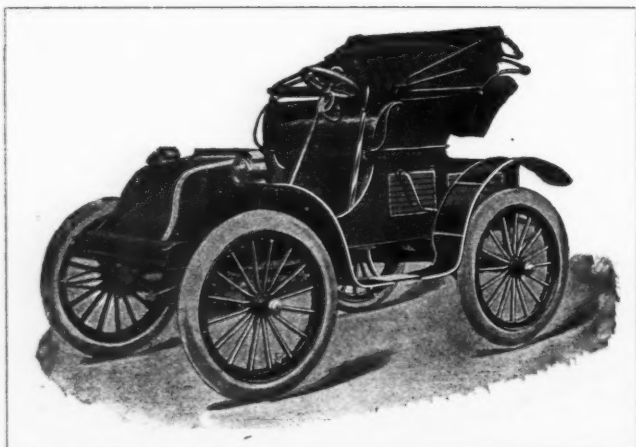
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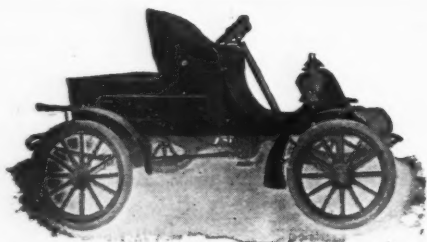
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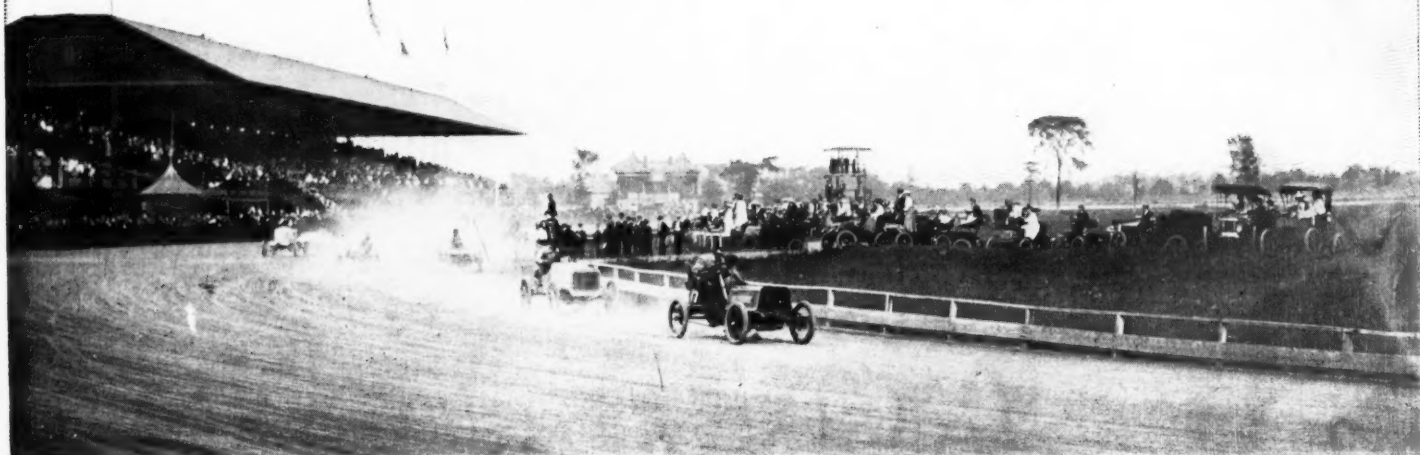
MOTOR AGE

VOL. IV. NO. 11.

SEPTEMBER 10, 1903.

\$2.00 Per Year.

GREATEST OF ALL WESTERN RACE MEETS



Start of the 10-Mile Open Friday—Sincholle Leading, Page Second, Oldfield Third

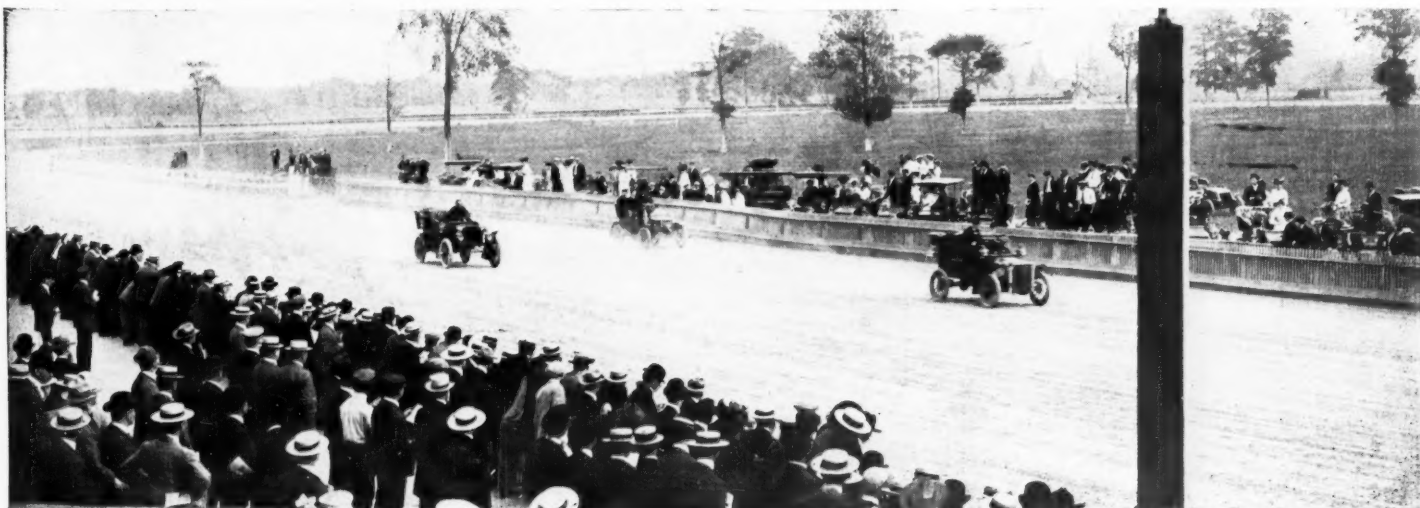
Cleveland, O., Sept. 5—The annual Cleveland automobile race meet is a thing of considerable importance locally, whether or not, in passing, it develops features of striking national interest. It represents to those of Cleveland the annual field day of the Ohio manufacturers. It is watched by the townspeople with a keener interest than are the meets in other cities. It is expected to determine the racing status of all the new



Barney Oldfield's One-Hand Control

Cleveland made and driven cars.

It becomes in a local newspaper way a matter of first page and cartoon magnitude, where in other cities it may be classified with greatly dissimilar affairs to make up the sporting page. Newspaper writers in the press stand handle it with understanding and a keen desire for accuracy in their work, whereas in most other cities, aside from New York, the local press considers the automobile meet an



MOTOR AGE

End of First Mile of 5-Mile Race for Cleveland Club Members

affair demanding spectacular phrases, the creation of puns, the slinging of many metaphors and incidentally the use of a fact or two picked up in the easiest possible way. Cleveland talks automobiling with an exceptional understanding of it. The papers must do likewise.

The big crowd which assembles to witness the races is not made up entirely of the curious come to learn the character of the sport. It is a somewhat initiated crowd, knowing what to expect, and not to be satisfied with croquet competition. The Cleveland meet must be an exceptionally good meet to avoid being a failure. The 2-day meeting of yesterday and today was not a failure. Glenville track, the seat of many of the most famous meetings in the history of harness horse racing; of great

tomed representation was missed, the Peerless company not presenting the big 80-horsepower Gordon Bennett car for competition.

Characteristically a local affair in the kind of its competitors, the Cleveland meet was essentially typical of first-class American motor car racing. All it lacked was variety. This was especially noticeable the first day, when a succession of open events of different scheduled character but with substantially the same line-ups and results—on account of all of the fastest cars being eligible for the 1800-pound class events—made Oldfield and the Winton Baby Bullet ever easy victors. Two big handicaps the second day gave better sport by providing that uncertainty of result which charms the spectator.

While the feature of last season's meet—

spect was the riding of W. C. Schroder with the Stearns racer, a 24-horsepower Stearns chassis rigged in semi-racing fashion. He never had a show to win in a scratch race, but just so sure as the clerk of the course called a race in which he was entered, just so sure was he seen to draw up to the line to meet those bound to beat him. The crowd was quick to appreciate this and when in the handicaps he was given the chance to win his success was applauded vigorously.

The spectators were equally generous and fair in their appreciation of Sincholle and Page, the strangers. Page with the Decauville was especially game, for his car was never in good shape. In fact, its condition for racing was just enough below par to have given many drivers the chance to avoid defeat by staying out of entered races.

LITTLE COMPETITION FOR OLDFIELD

The chief disappointment of the meet was the lack of close competition for Oldfield in the open races. Louis P. Mooers had been expected to appear with the big Peerless and Charles Schmidt had been scheduled to drive the new Packard racing car in close to record time. The latter's non-appearance was due to an unfortunate accident Thursday. He had made several trial trips around the oval, negotiating it in 1:04 and 1:05. Feeling



Schroder Driving the Stearns

bicycle races, and of world's record automobiling, became again the trying-out place of another batch of western racers, the source of new records, and for the first time was marked by a mile under the minute.

Whereas competition among foreign-made cars is characteristic of metropolitan meets, struggles between locally manufactured cars form the key-note of Cleveland meets, and the present affair was no exception, there being but two French cars on hand and but a single other competitor from out of town—the Olds of Detroit. At Columbus, Chicago, Indianapolis, Louisville—anywhere in the middle west—meet managers rely upon outside talent to produce the real sport, allowing the local cars a chance or two to show what they can do among themselves when the crowd is good natured and willing to watch them.

COMPETITION LOCAL

At Cleveland the topnotch events are home grown and the interest is centered upon them almost entirely. So during these 2 days it came about that the star of the meet should be Barney Oldfield, made over into a Cleveland by his espousal of the Winton cause; and that two White steam cars, a Stearns special car, Baker electrics, the new Konigs-low and a Rainey Special, made up the sport with the assistance of two French cars and two Oldsmobiles. The latter seemed almost of Cleveland on account of the great popularity of the Olds here, and on account of the annual exchange of compliments between Detroit and Cleveland in competition.

The Packard Motor Car Co. was, by an accident, prevented from increasing the ranks of the outsiders with its new racer, but even had the Gray Wolf appeared it would have but added another to the list of Ohio speed makers. Only one Cleveland maker's accus-

the breaking of the mile track record—was not repeated, records of some sort were made each day. Oldfield put another puncture in the 1800-pound class figures from 1 to 10 miles; Baker bettered his last fall's Detroit marks for electrics from 1 to 5 miles; Hedges on the White took unto himself the steam-marks from 2 to 10 miles, while for the first time in the history of the track its length was covered in less than a minute.

SEVERAL TRUE SPORTSMEN

The meet was further a decided success in developing a class of drivers greatly to be desired in automobile racing—game losers. The spectators appreciated the work of these men as much as did those close to the heart of the sport, and when a few among them were given chances in handicaps to run quite or close to victory, their success was popularly welcome, even at the expense of the favorite.

Sincholle and Page, Frenchmen driving respectively the 40-horsepower Darracq and the 60-horsepower Decauville, were sure of defeat at the hands of Oldfield from start to finish of the entire program. It was evident after the first big race that the Whites could not hope to beat the flying Winton racer, but like the French drivers Seafie and Hedges stuck to the game. Especially noteworthy in this re-

sure there was power enough in the four big cylinders for greater speed, he raised the gear by putting on 34-inch wheels in the place of the original 32-inch wheels. Again he tried out the machine, doing, according to timers at hand, a half-mile in 27 seconds. Rounding the turn a touring car with uncertain course appeared in front. Schmidt in a quick endeavor to avoid the touring car turned toward the pole, with the result that his car swung around and dashed broadside into the fence, taking out about 15 feet of it and throwing its driver 7 or 8 yards into the enclosure.

Mr. Schmidt sustained several broken ribs, while the front end of the car was so damaged that it could not be put into shape for the events of Friday and today. The best thing that could be done was to repair it for the Detroit races. Mr. Schmidt is of European extraction and is the mechanical genius of the Packard factory.

THE NEW RACERS

Aside from the Winton, the Olds Pirate and the two French cars, the chief competitors were new cars. Otto Konigs-low was on hand with a little 12-horsepower racing machine; the White Sewing Machine Co. had ready two steam racers, one with a complete racing body of the European boat-shape pattern and the



Oldfield Passing Seafie in 10-Mile Race

other with a half body of this kind; the F. B. Stearns Co. had rigged up a 24-horsepower semi-racer; Paul Rainey had built a small 12-horsepower racer; the Pope Motor Car Co. had a light Waverley electric with semi-racing body, while the Baker Motor Vehicle Co. used its second Torpedo, surnamed the Kid.

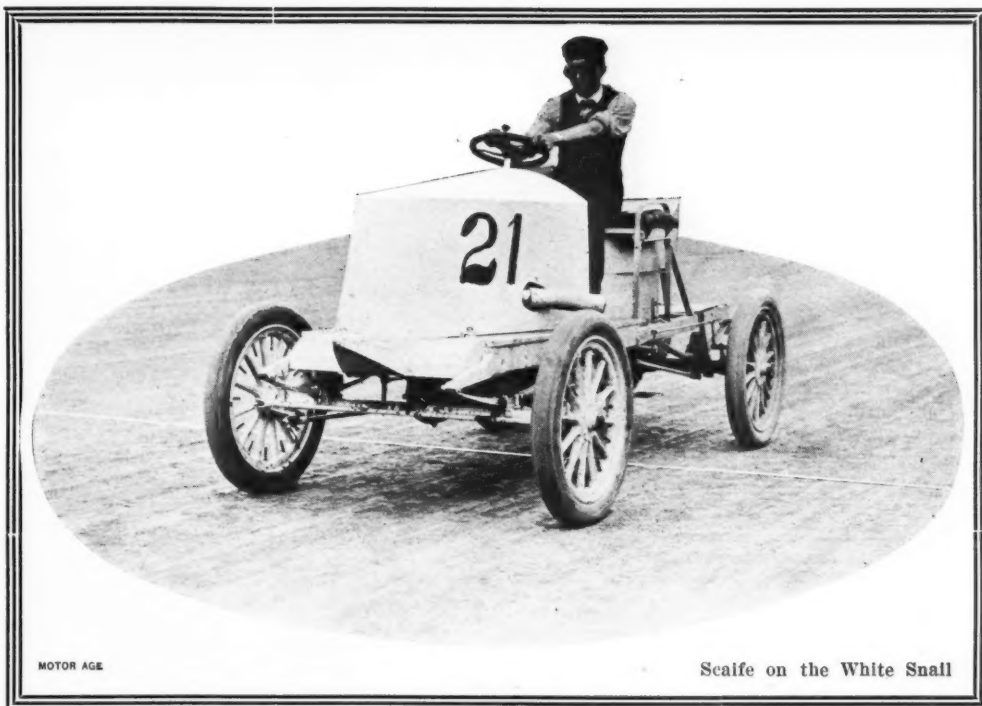
This, while very similar in appearance to the powerful Baker Torpedo of last year, was much smaller, lighter and of much less power, the principal intent being to produce as light a car as possible which would run as fast as possible with a minimum amount of power. The length of the hood over all is 12 feet, the wheel base 6 feet and the tread 4 feet. The complete weight is 650 pounds. The current is supplied by a battery of twelve cells, while the motor is of but $\frac{3}{4}$ horsepower. Illustrations accompanying show its exterior appearance and the construction of the chassis.

EXCELLENT ATTENDANCE

Each day street cars and automobiles brought a large appreciative crowd—6,500 Friday, 8,000 today. This gathering entirely filled the grand stand and its steps, furnished the full quota of rail birds and left plenty to line the infield fence and surround the enclosure where the racing cars were kept. Interest in the meet had been early aroused, for by Thursday night, preceding, practically all of the grand stand box seats had been sold—and the boxes at Glenville represent a large proportion of the entire stand. That automobiling Cleveland was out in force was shown by the fact that on Friday there were 287 cars on hand, each of which had brought a full load of spectators. There were 181 along the infield fence while in the grounds back of the grand stand were 106 more. Today the number of cars in attendance passed the 300 mark.

THE VISITORS

The scarcity of rooms at the Hollenden house and other hotels showed the extent of the out-of-town contingency. This, while big, was principally composed of tradesmen and newspaper men, for there were not a great many automobile clubmen from a distance and most of the racing men were of Cleveland. The Chicago Automobile Club sent its racing committee, A. R. Pardington was on from Brooklyn to referee the races, and the Elyria, O., Automobile Club, which had entertained the Cleveland club on the Fourth of July, was well represented. Practically all of the visit-



Scaife on the White Snail

ing members of the trade, with a large aggregation of racing and manufacturing Clevelanders, made preparations to go to Detroit Sunday night by boat across the lake.

PROVERBIAL BRIGHT DAYS

Both days the meet was blessed with sunshine. It seems almost proverbial for Cleveland to enjoy good racing days. Extending backward over years of automobile, bicycle and horse racing, the memory of big meets recalls bright days and fast tracks. Much different this, from conditions at poor old, jovial Detroit which seems everlastingly doomed to rain and postponements!

Particularly excellent at the meet was the manner in which the competing cars were brought out and started in each event. There was little delay and no long waits. Credit for the success of this feature belongs to Clifford B. Haskins, an old-time bicycle racing man, of Cleveland.

THE OFFICIALS

The officials of the meet were as follows: Referee, A. R. Pardington, chairman A. A. A. racing board, Brooklyn, N. Y.; clerk of the course, Clifford B. Haskins, Cleveland; assistant clerks, James Josephi, L. C. Dorn and H. H. Schleman, Cleveland; starter, Ezra Kirk,

Toledo, O.; scorer, W. A. Skinkle, Cleveland; judges, F. T. Sholes and E. Shriver Reese, Cleveland, C. M. Taylor, Columbus, O., and C. H. Tucker, Chicago; timers, J. H. Collister, R. R. Owen and W. G. Pollock, Cleveland, and W. E. Metzger, Detroit, Mich.; racing committee, George Collister, C. B. Shanks and W. F. Sayle, Cleveland; announcer, G. A. Schneider, Cleveland.

THE FRIDAY RACES

The Pirate, that's the little 10-horsepower Oldsmobile that made a commotion in light class racing on the Daytona-Ormond, Florida, beach, last winter, set the meet agoing with a dashing win of the 2-mile race for cars of 1,000 pounds or under, making the whole distance in 2:27 $\frac{1}{2}$ from a standing start and the last mile in 1:06 $\frac{1}{2}$ —pretty good racing for 900 pounds of metal carrying 150 pounds of man. Walter C. Baker's new Torpedo—three-fourths of a horsepower big and white all over—was second in speed on honors, although never close to winning.

There were four starters: The Olds with D. Wurgis, of Detroit, driving; the new Cleveland-made Rainey Special piloted by Charles Myers; the Torpedo Kid with W. C. Baker; and the just-finished Ottokar racer made by Otto Konigsloew and driven by W. E. Stone.

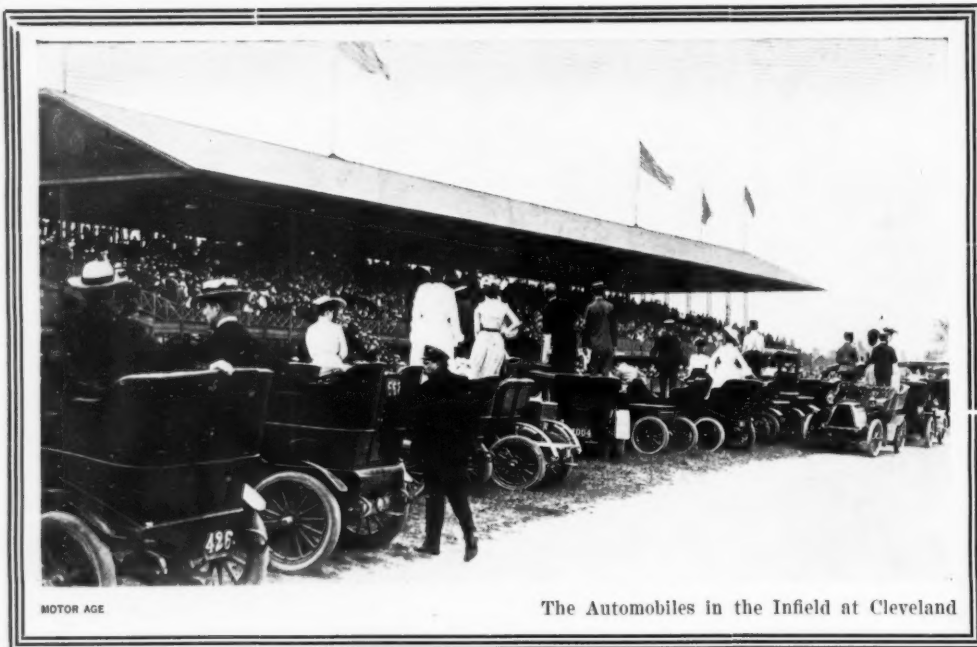
Wurgis worried on the line for a quick start and got it, dashing around the turn yards ahead. Baker got off slowly, but on the corner picked up and, rounding into the back straight, caught Stone and went after Myers. Meanwhile Wurgis was running his own race ahead. Baker got in close behind Myers, but did not catch him until the back stretch had been covered a second time. It was a close fight for second with Baker about 100 feet the best. The Ottokar was hopelessly to the rear. The final lead of the Pirate was about $\frac{3}{4}$ of a mile.

STEARNS GETS TOURING CAR RACE

In a 5-mile handicap for club members with tonneau cars carrying four persons, Frank B. Stearns made a hit with the crowd by running away with the race in one of the regular Stearns touring cars. The running was not fast, the five laps being negotiated in 8:28 $\frac{3}{4}$ by Stearns, but was good racing for heavy, full-loaded cars. Stearns was on scratch with



The Officials at Cleveland Grouped Around Barney Oldfield



The Automobiles in the Infield at Cleveland

W. T. White, the latter driving a White steam touring car. Otto Konigslow, driving a Konigslow, had 40 seconds start, while N. M. Wright with a 10-horsepower Toledo, was limit at 1 minute. He had trouble in starting and lost some of the benefit of his start, but managed to give the scratch man an actual handicap of $\frac{3}{8}$ of a mile in starting. The limit man kept his lead for 2 miles with the two scratch men behind, Konigslow having been overhauled the first lap. In the third mile Stearns, after having passed White in a pretty race around the turn, chased the Toledo close down the back and passed into the home stretch ahead. Passing the grand stand a tire on the Toledo car punctured, but the driver stuck gamely to the race for another lap, when, after passing the tape in third position behind the White, he withdrew, allowing Konigslow to jump up a notch, although three-quarters of a lap behind the Stearns.

MAGNIFICENT FIELD

The third race, 5 miles for cars weighing 1,800 pounds and under, demonstrated how glad Cleveland is that Barney Oldfield can win easily on a Winton; and, incidentally in the matter of record, but of great importance at the moment, produced one of the finest line-ups of racing cars ever seen on an American track. At the pole was Oldfield on the trim little four-cylinder Winton racer which MOTOR AGE last week christened the Baby Bullet. Next him was D. Wurgis, of Detroit, mounted on the over-hung seat at the rear of the Oldsmobile Pirate. Then was W. C. Schroder, of Cleveland, with the new Stearns racer, a car which in matter of chassis is substantially the same as the regular 24-horsepower touring car, but with racing body and without a muffler to choke its exceptionally sharp and thundering exhaust. At Schroder's right were the two Frenchmen who became popular with Metropolitan crowds at the Empire City track on account of the uniformly sportsmanlike manner in which they conducted their eastern racing campaign. Jules Sincholle had the 40-horsepower Darracq and Henri Page the 60-horsepower, iron-gray Decauville. Furthest from the pole was Arthur Scaife, of Cleveland, mounted high on a stripped White steam racer, paradoxically named the Snail.

When the cars had all been "cranked" such a trip-hammer pounding was set up that the

whole grand stand tore its brains to pieces in the endeavor to furnish itself the most suitable simile for the noise that told of speedy sport almost ready for serving. Oldfield was the last of the sextette to leave the tape, but managed to work through the bunch on the turn and go out after the White steamer, which had merrily sailed for the back stretch. It soon developed that Oldfield had a title in fee simple on the "favorite" business, for he rushed by the stand ahead the first time around. The White had quit on the last turn, the Stearns was plugging along smoothly away in the rear, the two French cars were racing together in about the middle of the string, and the little Pirate kept bravely within speaking range of the star. This order kept up for three successive laps, with slightly widened gaps each time around. Oldfield and Wurgis both lapped the Stearns and then the Darracq began to run poorly and dropped to back position, quitting entirely during the fourth mile. As Barney made his last quick, saucy trip by the rail birds the Pirate, running second, was back about $\frac{1}{8}$ of a mile, the Decauville a far third and the Stearns a lapped fourth.

OLDFIELD ADOPTED BY CLEVELAND

Clevelanders who had cheered and jumped and gesticulated when, last year, Alexander Winton on the original Bullet reduced the world's track record for 1 mile to 1:02 $\frac{1}{4}$; other Clevelanders who had been told about that affair, and still others who were innocent of any knowledge of automobile racing save

that handed to them by daily paper editorial writers relative to "devil wagon" scorching, pitched their voices to clarion tones, accepted their new racing protege for better or for worse, and made him a Cleveland by right of conquest. It was the fastest racing the staid old Glenville track had ever enjoyed, and, with the aid of a slight breath of wind from the south, the little brass horse high up on a pole in front of the stand swung sadly around as if looking for a back seat and much ashamed of the figures in gilt which supported him—2:08 $\frac{3}{4}$. For Oldfield had ridden 2 miles each in a minute flat and had from a standing start five times traveled the hard yellow oval in 5:26. His time by added miles was 1:17 $\frac{1}{2}$, 2:18, 3:18, 4:18, 5:26.

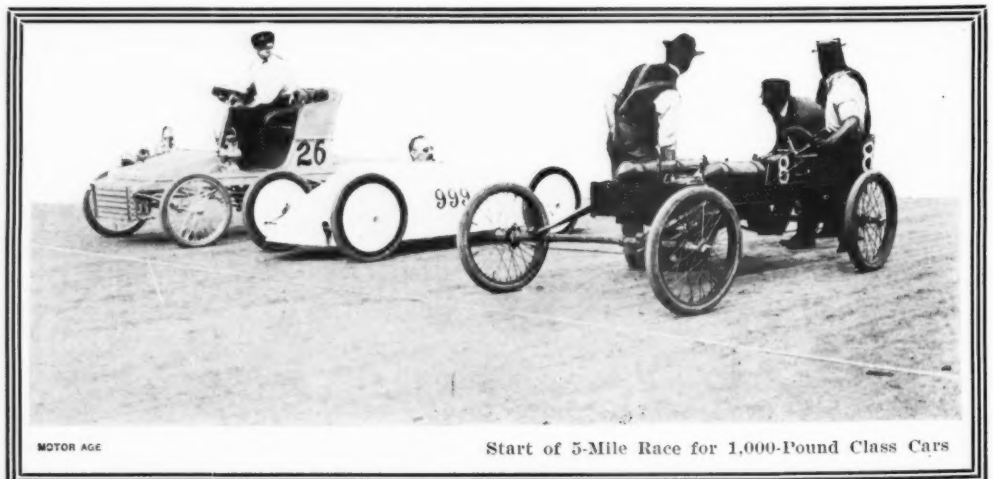
WINTON SUCCESS REPEATED

Exactly the same six drew up before Starter Kirk for the 10-mile open, five of them good sportsmen in feeling sure of meeting exactly the same fate at the hands of the Baby Bullet and its popular driver. Nor were they disappointed, for Oldfield won by $\frac{1}{2}$ of a mile over the Pirate, lapping the Stearns twice and the Decauville once in the process.

Sincholle hustled for the lead and got it by sending his Darracq away first. Oldfield was in the middle of the bunch and the Stearns last. The White Snail and the Pirate headed the flying red Darracq and raced for first position down the back stretch, the Pirate getting and holding it until, on the last turn of the second mile, it was passed by the Winton, which had gradually drew by the others.

At the end of the second mile there was a sharp skirmish between the two French cars, which resulted in the Darracq securing third place in the line. Then the White rushed forward again and passed the Decauville. It was unable to get dangerously close to the Darracq, however, just as the Darracq was unable to make connection with the Pirate. Thus the order, Oldfield, Wurgis, Sincholle, Scaife, Page and Schroder continued to the last. Oldfield first lapped the Stearns in the fifth mile and the Pirate repeated the trick a mile further on. Then Oldfield lapped the Decauville just as he started on his own ninth mile, and in this mile both the Darracq and the White lapped the Stearns. Barney again lapped the Stearns just at the end of the tenth and last mile.

Most peculiar of all the incidents of the race was the breaking of one of the motor parts of the Pirate not more than 100 feet after it had crossed the tape the tenth time, and by so doing had secured well earned sec-



Start of 5-Mile Race for 1,000-Pound Class Cars

and honors. Despite this accident not having marred the race nor lost a chance for the Pirate, it was popularly regretted, as it took a good competitor out of the succeeding races of the 2 days. Oldfield's time for the 10 miles was 10:55½, and for the first 5 miles 5:29. The Wurgis had negotiated the course in 11:07½.

TWICE FOR BARNEY

It was peculiarly appropriate that in the fifth event Barney Oldfield on a Winton car should win, for the Winton, the manufacturers' challenge cup donated by the Diamond Rubber Co., and which had been his first prize in automobile racing, when last fall in Detroit he sprung into quick notoriety by beating Alexander Winton in this same event.

The race was for 5 miles and brought out, besides the Winton, the Stearns with Schroder up; a 4-horsepower stripped Olds driven by F. Prong, of Detroit, and the bigger White racer, the Turtle, with J. L. Hedges,

The line-up was Oldfield, Winton, scratch; Henri Page, Decauville, 30 seconds; J. L. Hedges, White Turtle, 1 minute; W. C. Schroder, Stearns, 1 minute and 30 seconds; Charles Myers, Rainey Special, 2 minutes; F. Prong, Oldsmobile, 3 minutes. The handicapping gave the limit man very nearly two laps on Oldfield at the start, but he went into the fight as quickly as possible and it seemed during three miles that he would readily catch and pass the leaders. In fact his forced retirement in the fourth mile was just after having ridden the fastest mile of the day—59½—the fastest time ever made at Glenville, the fastest mile ever made at a track meet by a Winton, the first time a Winton had ever gotten under 1 minute and the first time the feat had ever been accomplished on a mile circular race track by any other machine than the old Ford-Cooper car previously driven by Oldfield. The winner's corrected or actual time was 12:39½. The positions of the cars at each successive mile were as follows:

who, in turn, was about the same distance ahead of Baker. The winner's time for the mile was 1:26½, while the Torpedo made it in 1:32.

The scheduled races concluded, Walter Baker attempted successfully to break the 5-mile track record of 8:40 for electric cars, made by himself at Detroit last year. He covered the distance in 6:29½.

The Barney Oldfield ran the Baby Bullet out onto the track for a flying start in the venture of breaking his own records from 1 to 10 miles for 1,800 pound class cars, the chief objective mark being the ten miles in 10:25 made a week ago at Columbus. This he reduced to 10:06, and in the course of his driving reeled off one lap, the third, in 59½. His time by added miles was :59½, 1:59½, 2:59, 3:58½, 4:58½, 5:58½, 6:59, 7:59, 9:01½, 10:06.

THE SATURDAY RACES

The very first race Saturday was the preface of closer competition, for while it con-



Ohio Rail Birds

MOTOR AGE

"Mercy! 55 4-5 Seconds?"

of Cleveland, driver. The last jumped from the tape with least hesitation, with the Winton and the Olds close behind. The Stearns motor stopped about 100 feet from the line, but Schroder, with characteristic gameness in an obviously losing venture, jumped out, cranked the motor and restarted. Oldfield did not get to the front until entering the home stretch. In the meantime the Stearns had got into speed, and in the middle of the second mile it passed the Olds.

This order of Oldfield first, Hedges second, Schroder third and Prong fourth was unchanged subsequently in the race, but Prong dropped out early in the fourth mile. Oldfield lapped Schroder on the last turn of the fourth mile and chased Hedges close enough on the final round to pass him just at the end. The winner's time was 5:25½ and his fastest mile the second, which was ridden in 1:00½. Hedges covered the 5 miles in 6:38½.

PATIENT PLUGGER GETS CHANCE TO WIN

After having witnessed the Oldfield-Winton sure-thing performance three times the crowd was delighted with the ten-mile open handicap; first, because it relieved the monotony of the scratch races, and second, because it gave the patiently plugging Schroder a chance to win with the Stearns. Oldfield in this race was forced to quit in the fourth mile, owing to ignition troubles.

First Mile—Prong, Myers, Schroder, Page, Hedges, Oldfield.

Second Mile—Prong, Myers, Schroder, Page, Hedges, Oldfield.

Third Mile—Prong, Schroder, Myers, Page, Hedges, Oldfield.

Fourth Mile—Prong, Schroder, Myers, Page, Hedges, Oldfield out.

Fifth Mile—Prong, Schroder, Myers, Page, Hedges.

Sixth Mile—Prong, Schroder, Page, Myers, Hedges.

Seventh Mile—Schroder, Prong, Page, Hedges, Myers.

Eighth and ninth miles and the finish the same.

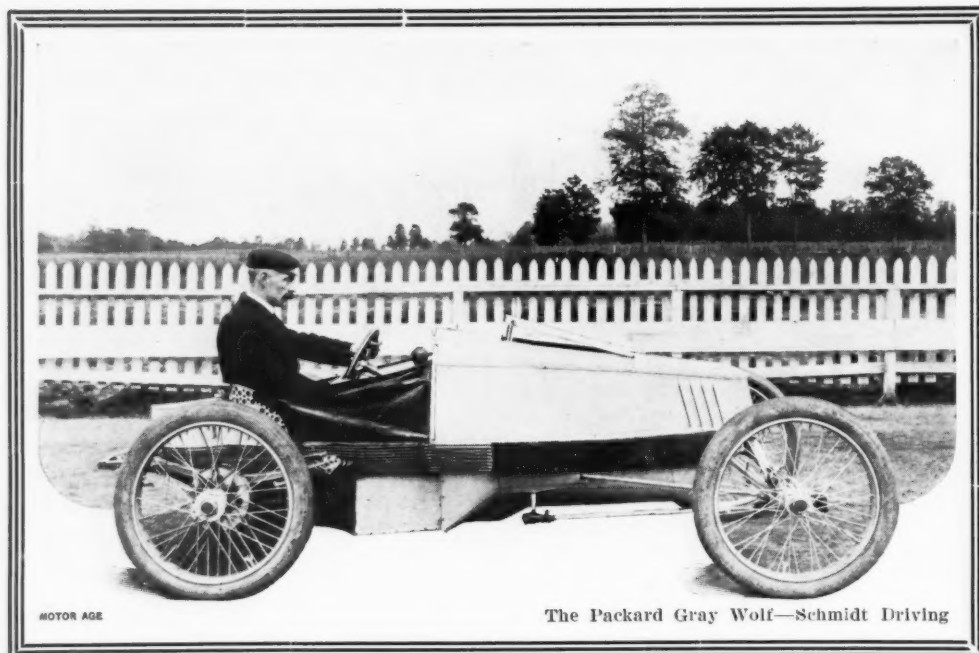
WAVERLEY ELECTRIC A SURPRISE

The Torpedo Kid, 999, met a surprise in the one-mile race for electrics and the contest not being long enough for the little Baker racer to make up for lost ground in slow starting, it was forced to let W. M. Wright, of Cleveland, have an easy win with the Waverley light racing car. D. Chisholm drove the Torpedo, while W. C. Baker was the third competitor, with a Baker runabout. Baker started first, but soon the Waverley jumped ahead at an unexpected gait. The Torpedo got into its speed slowly, but managed to catch the Baker runabout on the back stretch. The Waverley by this time was too far away to be in danger and won handily by 300 yards from Chisholm,

tained only two cars, the Winton and the Stearns in a best-two-in-three mile heat race with flying start, Oldfield rode for racing effect and won by only a few feet in the first heat, the cars being about even until the last 50 yards. The time of this heat was 1:12½. In the second heat Oldfield set a quicker pace right from the start and beat Schroder and his Stearns by 400 yards in 1:06.

CLOSE COMPETITION

In a three-cornered 2-mile race for cars of 800 pounds or less, Walter C. Baker, in the Torpedo Kid, won by a close shave from F. Prong with the 4-horsepower stripped Oldsmobile. The uncertainty of the event until the last few yards drew the crowd into a chorus of exclamations and showed conclusively that record speed is not necessary to make automobile racing interesting, but that keen competition is a welcome substitute. The third starter was B. J. Ruetenick, of Cleveland, with an Orient Buckboard, but he never was in the running after the first half-mile. Prong passed the Buckboard on the first turn and took a lead of 300 yards. Baker caught the little Orient at the half pole, but was 200 yards back of Prong at the end of the first mile. In fact, he did not catch the Detroitier until the stretch was reached in the final lap. Running almost as one, the two raced down past the stand and it was a bare 5 feet the shining white Torpedo had to spare when it



The Packard Gray Wolf—Schmidt Driving

drew ahead across the tape. The Buckboard had been left away around the turn. Baker's time was 2:57 $\frac{1}{2}$.

DARRACQ BEATEN BY SMALL MARGIN

The 5-mile open was one of the greatest races of the meet and it gave the spectators just what they had been waiting for—close competition combined with high speed. For in it the Darracq driven by Sincholle started quickly and ran so well that Oldfield with the Winton did not pass it during the race and only beat it by a length at the finish. The line-up was Oldfield, Winton; Schroder, Stearns; Sincholle, Darracq; Page, Decauville; Scaife, White Snail; Hedges, White Turtle.

A ragged start resulted in the men being called back for a second trial. Then the Snail set out around the turn closely followed by the Darracq. The order changed around the big bend to bring Sincholle to the front going down the back stretch. The Darracq ran better than at any previous time during the entire meet and maintained its lead for 4 $\frac{1}{4}$ miles. Oldfield was third at the end of the first mile, the Decauville being ahead of him. In the back stretch of the second mile Oldfield passed Page and the Turtle passed its brother, the Snail, with the Stearns still in the rear. The only change made in the third mile was the passing of Page by Hedges; and then the order, Sincholle, Oldfield, Hedges, Page, Scaife, Schroder, continued without a hitch until, rounding the last turn of the fifth mile, Oldfield drew close alongside of Sincholle. The two red cars rushed down the long, wide, yellow course as spirited a pair of racers as one might wish to see in close combat, and half of the cheer that arose when Oldfield swept over the tape just winner, was in appreciation of the great race which the never discouraged Frenchman had put up. Oldfield's time was 5:23.

GAME FRENCHMAN GETS HANDICAP

Pleased at the close race just finished, the Clevelanders, Glenvillers and visitors were swept quickly into a 12-minute spasm of delight by the 10-mile handicap for cars of 1,800 pounds or less. Also they had the extreme pleasure of seeing Sincholle sail home a winner at last. The starters were Oldfield, Winton, scratch; Henri Page, Decauville, 1 minute; Jules Sincholle, Darracq, 1 minute; A. Scaife, White Snail, 1 minute, 30 seconds; J.

L. Hedges, White Turtle, 1 minute, 30 seconds; W. C. Schroder, Stearns, 2 minutes; Charles Myers, Rainey Special, 3 minutes.

The starting was uniformly quick, except in the case of Page, whose motor stopped just before he was given the word, necessitating his dismounting, cranking again and remounting. This lost him the bulk of his 1-minute start and it was less than 30 seconds before the scratch man went after him and the rest. The pluck of Page was shown again as he entered the stretch the first time. Here, for some reason, it proved desirable to remove the motor bonnet, and stopping the car Page jumped out, threw off the bonnet, climbed in, restarted and continued the race, though with no other prospect of being able to win than the proverbial one that fate holds to all—that of the rest breaking down.

Soon in this race the contestants were so strung out around the oval and so mixed relative to the number of laps covered that it became hard for any but those who were closely scoring the race to follow it. The Stearns led for 3 miles; then for the next five the Snail was ahead and then the Darracq jumped a notch and continued the last 2 miles in front. Oldfield, in the meantime, had been gradually working through from the rear, and like the rest simply driving his best, it being probably impossible for any driver to score for himself and know his exact progress in the line. In fact, all that Sincholle knew was that he had driven 10 miles, and at the end of these he drew leisurely up in front of the grand stand in the line of flight usually chosen

by Oldfield in passing that spot. An accident being feared, Sincholle was "hollered at" from all sides and, bewildered, he drove out of the way. Coming back a little later he was told that he had won. Throwing up both hands in a gesticulation of combined surprise and delight he exclaimed, "Ah, mon Dieu! Est-ce possible?" His actual time was 11:52 $\frac{1}{2}$. Oldfield's time was 10:27 $\frac{1}{2}$.

The race by laps was as follows:

First Mile—Schroder, Scaife, Hedges, Myers, Sincholle, Page, Oldfield.

Second Mile—Schroder, Scaife, Sincholle, Hedges, Page, Oldfield, Myers quit.

Third Mile—Schroder, Scaife, Sincholle, Hedges, Oldfield, Page.

Fourth Mile—Scaife, Schroder, Sincholle, Hedges, Oldfield, Page.

Fifth Mile—Scaife, Sincholle, Schroder, Oldfield, Hedges, Page.

Sixth Mile—Scaife, Sincholle, Schroder, Oldfield, Page, Hedges quit.

Seventh Mile—Scaife, Sincholle, Schroder, Oldfield, Page.

Eighth Mile—Scaife, Sincholle, Schroder, Oldfield, Page.

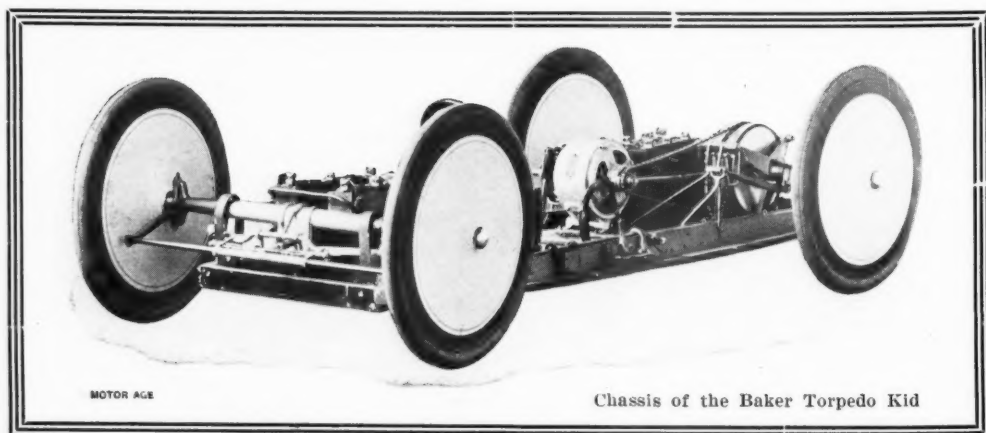
Ninth Mile—Sincholle, Scaife, Schroder, Oldfield, Page.

Tenth Mile—Sincholle, Oldfield, Schroder, Scaife, Page.

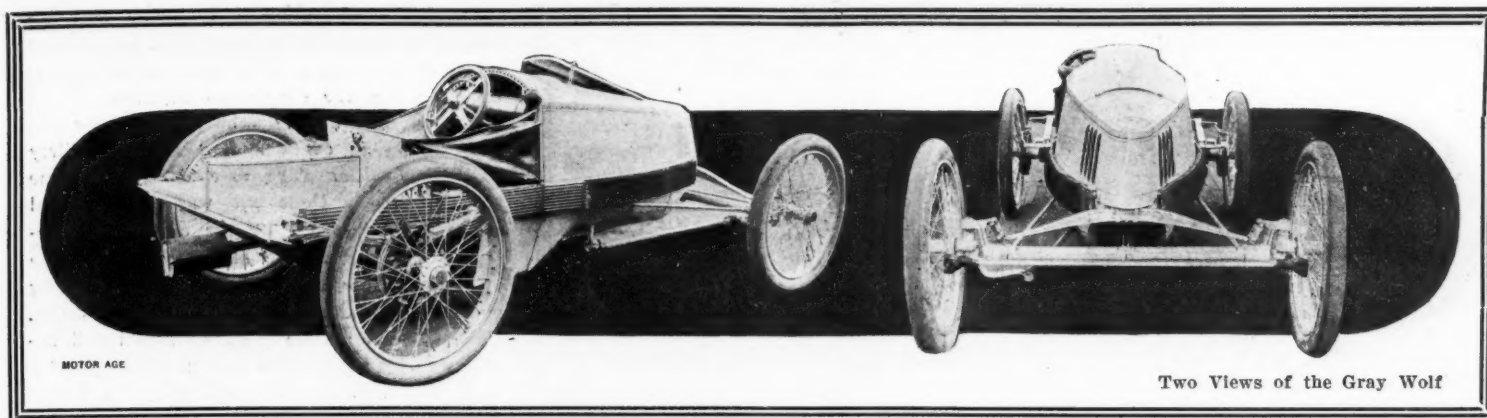
THREE-CORNERED PURSUIT

The Australian style pursuit race, limited to 10 miles, brought out Oldfield, Schroder and Page, with the Winton, Stearns and Decauville, respectively, but it was in reality only a match between the Decauville and the Winton, for the layout of positions on the track was such that the Stearns had no show on earth. In a race of this kind the competitors are placed at intervals around the track and each when caught by the one behind must leave the race. The Decauville was on the tape, the Winton at the half-mile post and the Stearns at the three-fourths-mile post. This placed the Winton $\frac{1}{2}$ of a mile ahead of a slower car and the Stearns $\frac{1}{4}$ of a mile ahead of a much faster car. It really amounted to a handicap with the slowest machine on scratch. To have given all equal chances, the cars would have been placed on third-mile marks. To have handicapped in favor of the Stearns, that it might not be put out of the race too early, it would have been placed on the tape, the Decauville at the one-fourth mile post and the Winton at the half.

Oldfield caught and passed Schroder after having gone but 1 $\frac{3}{4}$ miles. He and Page were then still about even, but Oldfield quickly gained ground and passed Schroder at exactly 67-16 miles, which on account of Oldfield hav-



Chassis of the Baker Torpedo Kid



Two Views of the Gray Wolf

ing started at the half post, brought the exchange of compliments exactly in front of the grand stand. Oldfield's time for the distance was 6:55%.

ONLY ACCIDENT AT MEET

The 5-mile race for electric cars brought the first and only accident of the meet and became thereby the second occasion for a Baker electric Torpedo to dash into a crowd of spectators. The starters in the race were Walter C. Baker in a Baker runabout; E. W. Gilbert, of Cleveland, in the Waverley racer, and D. Chisholm, in the Baker Torpedo Kid. The race was between the two latter and they fought it out evenly for 4 miles, with the Torpedo a few feet in the lead and Baker far back.

Rounding the first turn of the last mile Gilbert rushed ahead of the Torpedo and cut down toward the pole. There was not room enough to spare and the front of the Torpedo struck the rear of the Waverley. The course of each was deflected, but the Waverley, getting the lesser shock, was held to the track and was stopped. The Torpedo, however, followed its ancestor's example and struck for the crowd on the outer fence. Fortunately its speed had become somewhat slackened and the two young men whom it hit were not seriously hurt, the greatest injury being simply that of the shock. Chisholm jumped clear of the car before it struck the fence, while a young man sitting on the fence was under-

mined and came down onto the rear end of the car as it passed beneath him.

The accident was visible from the stand and, despite the efforts of the policemen, the track at once became a troubled river tossing wildly as its waves of excited humanity dashed toward the bend. Soon, however, the fortunately limited extent of the injury was learned and the people returned to their places to watch the next race. The men who were injured were C. L. Turgeon and Walter Stone, both of Cleveland.

Another 10-mile handicap, scheduled as open, but containing five of the starters of the previous race of the kind for 1,800-pound cars, as all of the cars at the meet were in this class, proved an easy victory for the Stearns, which started first and was never headed. In fact, the order of positions during this race changed very little. The Stearns had a minute more start than in the other race, the handicaps having been arranged before the meet and Referee Pardington ruling against track changes. The order at the send-off was Oldfield, Winton, scratch; Henri Page, Decauville, 1 minute; A. Scaife, White Snail, and J. L. Hedges, White Turtle, 1 minute and 30 seconds each; W. C. Schroder, Stearns, 3 minutes. This starting schedule gave the Stearns a lead of a mile on the two Whites and of 2½ miles on the Winton; while the Whites were a mile ahead of the Winton.

Oldfield rode evenly and at good speed, but was never able to catch the long markers. For the first 2 miles the race ran in the order: Schroder, Scaife, Hedges, Page, Oldfield. Then Hedges worked past Scaife and with this single change the race progressed until the middle of the ninth mile, when Page passed Scaife. This gave the final order of Schroder, Hedges, Page, Scaife, Oldfield. Schroder's winning lead was ¼ of a mile over Hedges and ¾ of a mile over Oldfield. His actual time was 12:21%. Oldfield's time was 10:35.

A. Moffett drove an exhibition mile with an Orient Buckboard, with the announced intention of establishing a record for machines under 500 pounds. His time was 2:03.

Hedges, with the White Turtle, went after the 10-mile steam record of 14:06 and was successful in breaking the steam records at that and all intermediate distances from 2 miles up. His times for the successive added miles was 1:10%, 2:23%, 3:35%, 4:49%, 6:07%, 7:22%, 8:39, 9:51, 11:04%, 12:20%.

Oldfield again essayed to break the 1,800-pound class records from 1 to 10 miles but ran only 8 miles and these a few seconds slower in total than those driven the day before in the same kind of an attempt. The fastest miles were the sixth, seventh and eighth, which were ridden in 1:00%, 1:00% and :59%, respectively. The consecutive times made in the trial were 1:01%, 2:03%, 3:04%, 4:06%, 5:08, 6:08%, 7:08%, 8:09%.

HONORS WELL DIVIDED IN EVENTFUL MEET AT DETROIT

Detroit, Sept. 8—As usual, Detroit was blessed with a liberal downpour of rain on the opening day of its race meet, but today the sky was bright and clear, and the sun good natured. This, combining with a good breeze, put the Grosse Point track in such shape that races could be run, although not at extreme high speeds.

After the steady rain of yesterday morning it was decided to hold the 2 days' races on Tuesday and Wednesday, and today's programme was that planned for Monday. The time for running the first race was set late, in the hope of getting the track in better shape. All the racers were compelled to closely hug the outer rail in order to get any sort of traction, and the way the big cars skidded on the turns was paralyzing to the onlookers. Traveling along the inner rail was entirely out of the question, as there was fully 4 inches of mud along that strip of going.

DETROITERS ENTHUSIASTIC

But the untoward weather conditions seemed to have no deterring effect on the Detroit pop-

ulace, as the big grand stand was quite filled, and prominent society people graced the boxes, many parties having journeyed to the park by automobile. Upwards of a hundred automobiles were lined up at various points along the field, and many jolly parties viewed the hair-raising performances from the seats of the cars. The fence along the stretch and the wide lawn in front of the stand held an enthusiastic crowd of men.

One of the most noticeable things in regard



Baker Converses with Starter

to the vehicles on the grounds was that there were but two horse-drawn rigs inside the gates. One of these was a side-bar buggy and the other a city hack, and, strange to say, this hack was used to convey the publisher of an automobile paper to and from the grounds.

PARADE FOR STARTER

The day's excitement was started by a parade through the streets of the city, shortly before noon, of a large number of cars, and in the long line were most of the noted racing cars which had been brought here to participate. This move undoubtedly helped to increase the attendance, which was fully 5,000.

One of the first announcements made from the track, at the line-up for the second race, was that the Decauville car driven by Henri Page, of Paris, was competing under difficulties, having all four of its cylinders cracked. Much credit is due Mr. Page for his fine driving of this car. In fact, all the French competitors deserve credit for the way they raced their cars. In the 15-mile event, in which Sincholle, with the Darracq, made all



Cunningham Rounding Turn at Detroit

the best records of the day, Page stuck pluckily to his work, and while he finished more than $1\frac{1}{2}$ miles in the rear, he is deserving of the highest praise for his work. The driving of Sincholle in this, as well as other events in which he was entered, demonstrated that the American track drivers cannot rest on their present performances and retain their laurels, for these French drivers have skill and nerve and are liable to make us work hard to hold our present supremacy in the track racing game.

SOFT TRACK, CLEVER DRIVING

In justice to the cars entered, and to the men who drove them, the track was in a most dangerous condition, and the time made in the various events, while comparatively slow, was, under the circumstances, most marvelously fast. On some of the turns made in the faster races the chances taken were really nothing less than absolute recklessness.

One of the cleverest performances of the day was the work of Harry Cunningham, of Detroit, on the Packard racer, the Gray Wolf. With but a few hours of practice, and that on a beastly track, this young man took this new racer out and made the other drivers and cars show their prettiest work to beat him, as in the last race of the day—that for the Manufacturers' Challenge cup presented by the Diamond Rubber Co.—he and Oldfield gave one of the smartest exhibitions of racing ever seen on a track. First one led; then the other; and while Tom Cooper succeeded in landing the event, the second place fell to Cunningham. The appearance of the Packard on the track was also gratifying, and it gives promise of not only holding its own with the other racing cars, but of turning up winner in several closely contested races at the different meets.

PIRATE FIRST WINNER

The first race was a 5-mile open event, for cars under 1,000 pounds, and the three entries were all Oldsmobiles, the Pirate, and two 5-horsepower runabouts stripped for racing. D. Wurgis, driving the Pirate, went out in front at the start, and was never headed, but did not succeed in making a runaway race of it, as he finished but five lengths in the lead. The time was 8:23 3-5, and a good record, although a long way outside the actual track gait for this car.

The second race, a 5-mile open, was Sincholle's own. He led at the end of the first lap, and, while sometimes in danger, succeeded in cross-

ing the tape first at each successive mile. There were seven starters: George Papillon, Darracq; Henri Page, Decauville; Jules Sincholle, Darracq; D. Wurgis, Olds; F. Prong, Olds; Harry Cunningham, Packard; Barney Oldfield, Winton.

Papillon was out of it from the first, his motor refusing to start. Page jumped in behind Sincholle and was second at the tape for 4 miles. Wurgis claimed third position the



Sincholle, Page and Oldfield

first mile, but was soon overhauled by Oldfield, who in the fifth mile also passed Page and ran into second position at the finish. In the meantime Cunningham had rushed past the Olds, finishing fourth. Prong was "also ran" the entire distance. Sincholle's time was 6:05 2-5.

Page, Papillon and Oldfield fought out the 10-mile open, Sincholle not being able to start successfully, and Cunningham dropping out in

the second mile. It was Oldfield's race, although he was several yards back in starting owing to the fact that his position in the line-up gave him the continuous mudhole around the pole. He was thus busy for nearly five laps trying to overtake and pass the dirty gray Decauville. The race down the home stretch between these two was exciting, and vigorously applauded by the crowd. It continued throughout the sixth mile, with the Winton leading and the Decauville hanging close, like in a struggle against grim death. Then Oldfield gradually pulled ahead and finally won by a little less than a sixteenth of a mile, in 12:19. Papillon was always a decent third.

WHITMAN BOWS TO CROWD

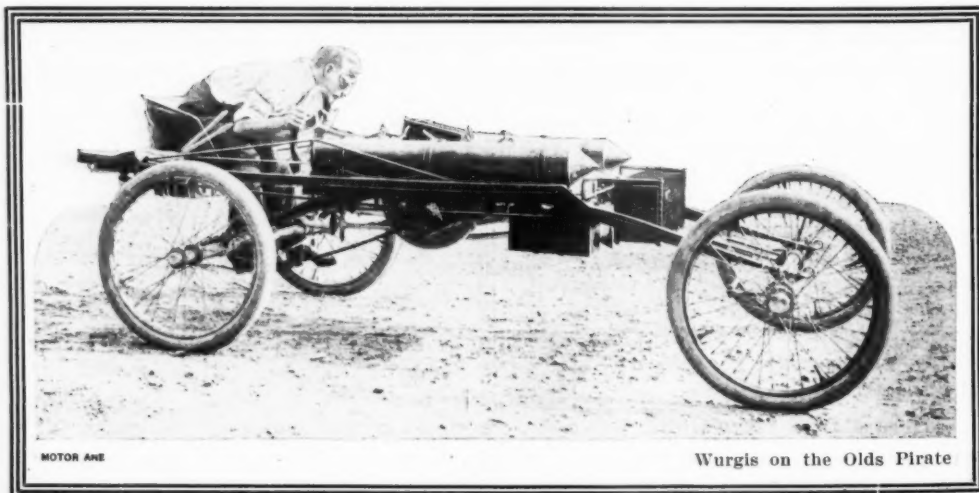
During the intermission between this race and the next L. L. Whitman, who arrived in Detroit on Monday in the little Oldsmobile with which he has crossed the continent, appeared on the track, with a huge banner proclaiming the wonderful performance the machine had made. He was greeted with many cheers, and the weather-bronzed driver shared the applause of the crowd with the car which has borne him on the long trip.

RUNAWAY FOR CADILLAC

In the fourth race, also, there were five starters. This was a 5-mile handicap for touring cars, to be driven by Detroit owners. The cars had their regular road equipment and each carried four passengers. H. S. Pingree, Jr., drove a White steamer, as did also W. W. Grant. E. L. Ford drove a Winton, W. F. V. Neumann drove a 10-horsepower Toledo, and F. C. Riggs a Cadillac. The Cadillac was given a handicap of $1\frac{1}{2}$ minutes, the Toledo 1 minute, while the other three cars started from scratch. The Cadillac made a runaway race of it, finishing first more than half a mile to the good, in 10:27 4-5. Mr. Pingree was second, the Toledo third, the Winton fourth, and Mr. Grant was a poor last.

OLD TEAM MATES RACE

The fifth race of the day was a 5-mile special match race between Oldfield, on the Baby Bullet, and Tom Cooper, on the Ford-Cooper car 999, although today it bore entry number 19. The announcement of this race brought the occupants of the grand stand to their feet with a rousing cheer, as it was anticipated that it would furnish a battle royal between these old racing partners. After a long and tedious wait the machines were gotten away with a half-mile flying start, and came over the tape with Cooper about 10 yards in the lead. He kept this for over a half-mile, but on the far turn Oldfield got the Winton down to work and



Wurgis on the Olds Pirate

rapidly closed the space between the two cars. Cooper had more or less trouble, the cylinders of his car continually missing explosions, but Oldfield's machine ran beautifully. He led at the finish by more than a sixteenth of a mile, the time being 5:46, the fastest mile being 1:08 4-5, really remarkable time considering the track conditions.

SINCHOLLE WINS AGAIN

A 15-mile special three-cornered match race brought the French cars together. The two Darraeq cars were manned by Geo. Papillon and Jules Sincholle, while Henri Page was at the wheel of the Decauville. For the second time during the day Papillon had trouble just after starting, and was compelled to withdraw, thus leaving Sincholle and Page to fight it out. It was in this race that Sincholle demonstrated his ability as a track racer, also made many of the fastest miles and got all the records for the day. Sincholle quickly shot out in front, and at once started on a runaway race. The third mile was made in 1:05, until then the fastest time during the day, but this was lowered in the fourth to 1:04 3/4. The fifth mile was made in 1:03 3-5 and the sixth in 1:03 flat. Mile number 8 was the fastest of the day, the time being 1:02 3-5, and all done next the outside rail.

Sincholle led Page at the end of his fifteenth mile by 11-3 miles and completed his race in 16:03, or an average per mile of 1:04 1-5. Page must be one of the gamest men in the sport for to drive a machine with four cracked cylinders to what he knew must be certain defeat, and to do it gracefully is certainly creditable.

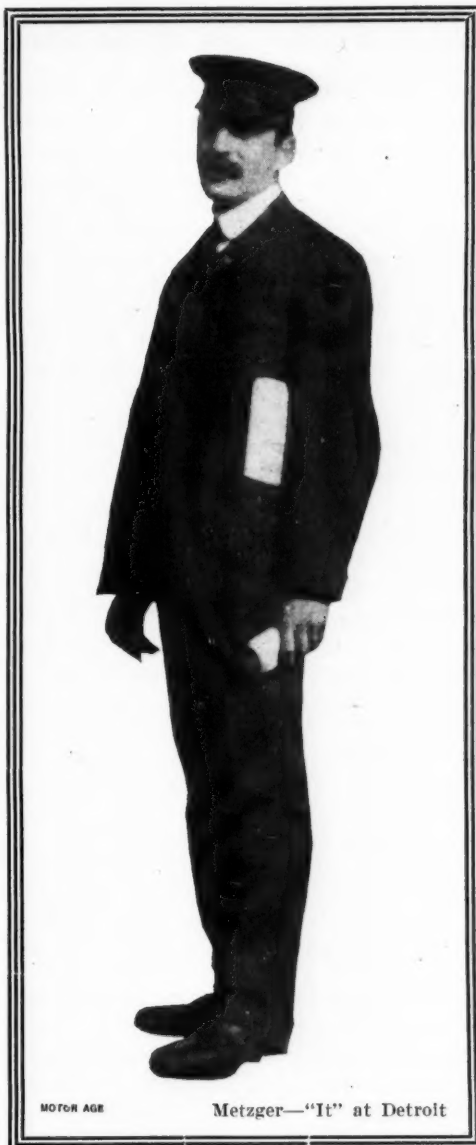
COOPER'S FIRST NOTABLE SUCCESS

The seventh and last race of the day was the 5-mile race for the manufacturers' challenge cup. The cup is a handsome trophy and the competition for it was keen. There were four starters in the race, the Oldsmobile Pirate, the Winton Baby Bullet, the Ford-Cooper car and the Packard Gray Wolf. Once this cup has been won by the Ford-Cooper, and once by the Winton, so it was expected that a hard fight would be made between these two cars. But Tom Cooper had his machine working better, and it was quickly apparent that he would win it a second time for the car on which Oldfield earned his first laurels in this very event. While this was the case, the spectator was given one of the most exciting races of the summer, for Cunningham on the Packard and Oldfield on the Winton fought over each rod of the course. Most of the time Oldfield led, and once, in trying to pass his opponent on a turn, took desperate chances by running onto the soft mud. Down the back stretch the fourth mile the Packard took the lead from the Winton, and, try as he might, Oldfield could not get it back.

The time for the race was 5:32 3-5, Cooper getting first by a lead of about 100 yards. The Packard was second, with the Winton a close third. It was a grand race, and a fitting close to a splendid day's sport.

AN EVENTFUL DAY

Detroit, Mich., Sept. 9—[Special Telegram]—Last night it rained again, but today rose clear and somewhat bright. It seemed as though the opposing elements sought to wrest from each other the power to dictate helpless Detroit's sporting weather. A strong southwest wind drove much of the dampness out of the track, so that at 2 o'clock when the races began, promptly on time, the speeding



surface was hard, dry and obviously fast.

Either because of weather bluffs or because of some other and undeterminable reason the folks of the town stayed away mostly. The crowd was light, but the 2,500 spectators on hand were eager for the races and seemed thoroughly pleased with the several hard fought contests. The starting and general conduction of the races was not nearly as good as on the previous day.

But despite small attendance, despite ragged program, despite the reflected discouragement of the postponement, and despite the accidents of the day, the racing was superb and keenly fought out in nearly every event.

F. Prong, who drove the 4-horsepower stripped Olds at Cleveland, used the same car in his rather easy task of capturing the 3-mile race for cars of 800 pounds or less. His only competitor was B. J. Ruetenik, of Cleveland, O., who drove an Orient Buckboard. The time was 4:45.

Sincholle found first place in the 5-mile open and Page stuck on for second, but the French victory was a trifle shy on laurel leaves, as Cunningham on the Packard was put out of the race at 3 miles because of a loosened tire, while Oldfield with the Winton pulled out a lap later. The other competitors were Scaife, White Snail, and Wurgis, Olds Pirate. While Cunningham was thrown when the tire went wrong, neither he nor the car were injured to any extent. The time was 5:24.

Papillon again got the worst of it in the triangular 10-mile match among himself, Sin-

cholle and Page, lining up as yesterday on Darraeqs and a Decauville, respectively. Sincholle made it a runaway, lapping Papillon in the seventh mile. His time was 10:24.

Tom Cooper on the Ford-Cooper racer paid Barney Oldfield back in their 5-mile match for the beating received yesterday in a similar event. It was a beautiful race from flying start with both men doing fine track work. Cooper's time was 5:18 3/4 and his best mile was made in 1:02 3/4.

Frank Day, a new driver taken on to pilot one of the twin Ford-Cooper cars since Harry Cunningham took the Packard Gray Wolf for his mount, attempted to smash the 5-mile record, but could not do it. His entire time was 5:17 3/4 and the best mile 1:02 3/4.

Barney couldn't possibly let Cooper get the deciding heat in the match and he did not, winning it from his friendly rival in 5:15 3/4. Cooper led only around the first turn. Then Oldfield went ahead and stayed ahead to win by 30 yards. His best mile was 1:02 3/4.

Jules Sincholle, Darraeq, and Harry Cunningham, Packard, were virtual scratch men in the 10-mile handicap, for Oldfield placed on scratch, did not start. The other starters were: Papillon, Darraeq, and Page, Decauville, 1 minute; Wurgis, Olds Pirate, 1 minute, 20 seconds; Prong, Oldsmobile, 3 minutes. It was the Gray Wolf's race. Sincholle was forced to quit in the third mile and in the sixth Page withdrew suddenly against a fence, a flat tire causing the accident. His front axle broke. Then Cunningham caught both Olds cars in fine shape, overhauling the Pirate in front of the stand. The win made a hit, Wurgis was second. The time was 10:58 3/4.

The last race of the day and meet was a rather unbecoming close for any meet. In the first place it was a 10-mile open with but two starters—Oldfield and Cunningham. In the second place Barney, after having lost about 2 miles on account of his motor stopping in the first sixteenth mile and having made up over half a mile after restarting, ran through the fence and enjoyed the experience of a miraculous escape from death. The accident was due to a tire explosion, on the turn leading into the home stretch. Oldfield was shaken up badly and a rib was broken. The car was badly smashed. His mechanic, also, was quite badly hurt. It was an unfortunate accident closing a series of unfortunate circumstances, accidents and incidents, sent by fate to bother good sportsmen and true.

On account of the accidents the meet which had been planned for Toledo for Thursday was abandoned as both Page and Oldfield were to have competed.

ROUND ABOUT TOURING IN EAST

Clarence E. Conant, of Camden, N. J., a member of the Utica, N. Y., Automobile Club, accompanied by his mother, made a tour of over 2,000 miles last month in his Winton touring car. Mr. Conant and his mother left Camden the first week in August, going to Portland, Me., and then visiting the principal resorts of the Maine coast. Going south to New York they visited the beaches in the vicinity of that city, returning to their home in Camden on August 29. Mr. Conant purchased his car in Cleveland last June, driving it home from there. He has traveled over 2,500 miles this summer.

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ON RAILWAYS AND MOTORING

The recent developments in England showing that the railway interests have been largely instrumental in pushing the adverse legislation in the motor car bill should be given some attention by those in this country who are developing the automobile industry.

The railways are beginning to realize that the increased use of the motor car will materially diminish their receipts by cutting down both the passenger and freight business. In a report to the board of directors of an English railway last month the decrease in the business as compared with the previous year is directly attributed to the automobile, because gentlemen are using their cars for traveling over the country in preference to making the trips on a train, as has been their custom heretofore. The establishment of a parcels post service by motor car also threatens to cut a big hole in the railway business. The rapid increase in the use of the commercial motor enables the manufacturers, wholesalers and retailers to carry their goods more expeditiously and at a less cost than that charged by the railroads.

The protest, loud and long, that has gone up, to the effect that the motor car is supplanting the horse, may be as appropriately put forward by the railway interests, for their business is being diverted even more than that of the horse owners.

In the former case the motor car manufacturer need have no pangs of conscience, because he is conferring a blessing on the people by giving them better, cheaper and more satisfactory service. In the latter case he may glory in his work, because he is releasing the horse from bondage and giving that noble animal the freedom which he so richly deserves.

The horse, for pleasure driving, still holds his own, as shown by statistics, and there is no doubt that in this particular field he will continue to prosper, because, to paraphrase an old adage, "all the world loves a horse," when used for pleasure driving or racing, especially in the latter, where the horse enters into the sport with as much zest as his owner. But the spectacle of a tired-looking, bony animal, with sore shoulders, wearily dragging a heavy load up hill, does not give rise to the higher emotions. It is in doing this work that the motor car manufacturer may take umbrage, for he is performing a humane act when he releases the tired dray horse and installs a motor in his place. The true lover of horses need be no enemy of the automobile.

The business man with a home in the suburbs is accustomed to riding from his home to his office and back again on trains or trolley cars. Now he has an automobile and can travel to suit his own convenience, not being restricted by time cards. In a single isolated case this means a loss of perhaps 25 cents a day to the railroad, but when 50,000 motor cars are doing this work the decrease in railway receipts will be thousands of dollars daily.

The motorist can take his entire family in the car and go a few hundred or a thousand miles, if he wishes, on a vacation tour, and the railroad is again left in the lurch. Here, again, are the dollars diverted from the channels to which they have long been accustomed.

The motor is making serious inroads into the freight, the regular passenger and the excursion business of the railways, and it would not be surprising if the American railway interests should take up the fight against motorists as their English cousins have done.

ON NON-STARTING ENTRANTS

"A person who enters and fails to start may, after having been warned by the racing board, be suspended for any term not exceeding 3 months for a subsequent offense, and in the event of a repetition of the offense, may be suspended for the remainder of the season."

These words are from the racing rules of the American Automobile Association, the body which controls automobile racing in this country, and refers to persons who enter automobile track races and then fail to put in an appearance.

The rule is fairly decisive in its meaning. There is no reason why the American Automobile Association should not enforce it. There is plenty of opportunity for demonstrating its usefulness.

At practically every race meet held in this country there is a long string of entrants and a much shorter string of starters. In some cases there are few starters.

At Louisville a few weeks ago the number of local entrants was so large that there was talk about town of running some of the events in heats. This was unnecessary. Four cars

was about the limit of starters in any race. At other meets the same kind of thing has occurred in a more or less notable degree.

At Cleveland's big 2-day meet it occurred in a very striking degree indeed. There were altogether twelve entrants who failed to start, in the aggregate, forty-three times they had agreed, by entering, to appear. No reason for these forty-three failures to show up was assigned. The men simply stayed away.

In many instances they had entered all the possible races on the card and had then either become affected with what is in the vernacular termed "frozen feet" or they had taken it upon themselves to decide whether they owed the public anything in the way of riding races in which they might not win, simply to make good against their advertised appearance.

All of these entrants are reprehensible before the American Automobile Association, as the matter stands. If they had good cause for not racing they should have so stated their respective cases to the officials.

It is not fair to the promoter, the public or the other competitors for a man to enter races here, there and everywhere simply in the chance that he may race if he feels like it when the time arrives.

In the first place it is not sportsmanlike and the public loves a sportsman. In the second place it places the promoter in the position of advertising attractions he cannot produce. In the third place it disappoints the spectators who pay their money to see racers who do not appear. In the fourth place it sets a bad example to other competitors who try to live up to their agreements and places drivers who ride in comparison by conversation and through newspapers with drivers who do not ride.

There are occasions when an entrant finds it impossible to start. A quick and sure way out of the difficulty is to hunt up the officials and explain the reason to them clearly.

Sincholle at Cleveland found it impossible to start in a race for which he was entered, explained the situation to the officials and the announcer re-explained it to the spectators. The Frenchman did himself a good turn, for the announcement of the difficulty prevented the crowd from thinking that he had lain down owing to previous continued defeat. As soon as his car was ready he reappeared and took another beating.

Henri Page rode race after race with never a show and then purchased a ticket to Detroit to repeat the performance. Schroeder, driving the Stearns, rode in several scratch races without the slightest possible chance of winning. These are examples. They serve the purpose of showing that to be beaten squarely gains more credit than does staying away from possible defeat.

The other forty-three times that entrants failed to appear without definite excuse serves to fairly or unfairly discredit the entrants and their cars. Neither might have been to blame, but silently refraining from appearance and explanation casts an unfavorable light upon the whole matter.

The A. A. A., as governing body of the sport, has a most excellent opportunity to assert itself, that its own position may be strengthened and that the sport may be improved by the more general diffusion of the knowledge that entering a race is not supposed to be a joke. Race meet promoters will, also, do well to report all such cases to the racing board.

A REMINDER THAT

FOUR YEARS AGO LAST WEEK

Newport, R. I., enjoyed a society diversion in the way of an automobile parade containing nineteen well decorated cars.

THREE YEARS AGO LAST WEEK

Programs and entries were published for the first automobile track race meeting in the west—the ill-fated Inter Ocean tournament at Washington Park, Chicago.

TWO YEARS AGO LAST WEEK

Twenty cars carrying members of the Chicago Automobile Club started for Buffalo, the tour being to meet the A. C. A. New York-Buffalo endurance run at its finishing point.

ONE YEAR AGO LAST WEEK

Receivers were appointed for the American Bicycle Co., then owning the International Motor Car Co. and the American Cycle Mfg. Co.

MANHATTAN BEACH MOTOR CYCLE TOURNAMENT

New York, Sept. 5—A 4-hour race at the Manhattan Beach track was the opening event of the 3 days' meet of motor bicyclists, which began here to-day and has for its chief object the promotion of a national league. The race preceded the national circuit, leg power cycle races, so that an excellent opportunity was given for a demonstration of the new style of going to the followers of the old.

MOTOR CYCLE RELIABILITY

With each successful appearance of the motor bicycle in competition its speed, reliability and practicability seem to be more forcibly demonstrated. Today's contest proved no exception. The ease with which the winner, G. N. Holden, of Springfield, Mass., drove his 1½-horsepower Indian over 150 miles in 4 hours was an impressive object lesson, when backed by the three figure scores of six others of the contestants. Of the thirteen starters eight finished and another one kept in the running for more than 3 hours. The prize for the rider finishing first or going the farthest without a stop fell to "Billy" Murphy, a former cycle crack, who rode without a break up to within 17 minutes of 4 hours, when his tire punctured. This also cost him third place in the race, as he led Bernard by 4 miles at the close of the third hour. "Wally" Owen, another former cycle crack, lost all chance of first through a broken chain at the start, which cut him 3 miles before he got going again.

ACCIDENTS AND INCIDENTS

During most of the first hour N. T. Bernard, Columbia, and Edward Goodwin, Orient, alternated in the lead. The latter evolved as the leader at the end of the first hour. G. H. Curtis, Hercules, quit after 6 2-3 miles of riding. James Ready, Orient, suffered from a poor tire, which came off and threw him.

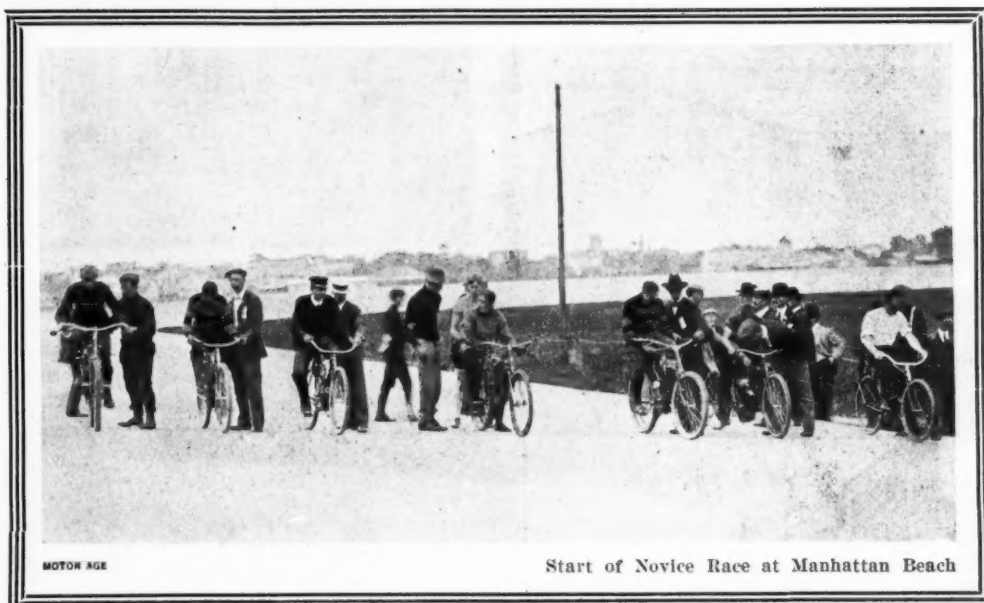
Nineteen miles were covered in the first half-hour. After 2 hours, 36 minutes of riding Holden's tire burst, throwing him a complete somersault on the bars. He quickly procured another machine and lost but 2 minutes by the accident.

The full score of the contest appears in the accompanying table.

THE NATIONAL ORGANIZATION

New York, Sept. 7—There was decidedly something doing in motor cycling here today. This glorious autumn Labor day, motor cyclists put in some hard licks in the way of assuring the permanency of the sport and demonstrating the practicability of their mounts to be public at large.

In the morning at the club house of the Alpha Motor Cycle Club, Grant Square, Brooklyn, delegates from seven states assembled and



Start of Novice Race at Manhattan Beach

formed the Federation of American Motorcyclists. It was claimed that 400 riders of the little power driver two-wheeler either personally or by delegates had pledged their allegiance to the new national organization.

The foundation scheme of government as developed by the constitution and by-laws is the division of the country into four sections—North, South, West and Pacific—represented in the board by either a president or vice-president.

NATIONAL OFFICERS

The control of racing was left with the National Cycling Association, which has always evinced a disposition to accept suggestions from the motor cyclists as to their own game.

The following officers were elected:

R. G. Betts, New York, president; Dr. George H. Perry, New Haven, vice-president for Eastern district; U. U. Austin, Daytona, Fla., vice-president for Southern district; B. B. Bird, Chicago, vice-president for Western district; Don E. Campbell, San Francisco, vice-president for Pacific district; E. L. Ferguson, New York, secretary; Dr. G. B. Gibson, Westboro, Mass., treasurer.

THE LABOR DAY EVENTS

There was the largest crowd of the season at Manhattan Beach track in the afternoon, which gave a fine chance for the demonstration of the realizations of the motor cycle where it would do the most good. A well chosen and varied program was run off.

The contests started with a full consumption test, in which the distance carrying power of a pint of gasoline was tested. W. H. Owen,

of Brooklyn, Indian, won at 19 meters 1,348 yards in 40:17 2-5. Oscar Hedstrom, of Springfield, Mass., Indian, was second with 17 meters 50 yards in 26:30 1-5, and Ralph de Palma, of Brooklyn, Indian, third with 12 meters 300 yards.

The mile novice race fell to T. P. Baker, of New York, Indian; Edward Goodwin, of Newark, N. J., Orient, second; Harry Lake, of Brooklyn, Indian, third. Time 1:38 from standing start.

Two Indian teams of three men each rode an unlimited pursuit race. P. Johnson, of Newark; G. N. Holden, of Springfield, and Harry Lake, of Brooklyn, caught W. H. Owen, of Brooklyn, T. P. Baker, of New York, and W. F. Murphy, New York, at 9 2-3 miles in 14:41 2-5.

A skill competition, in which the contestants rode across a 26-inch plank, through a gate, around barrels, over a plank set with toy balloons and hands off, aroused much interest. Speed was a factor and in fact determined the order of the three leaders. Mrs. E. M. Rogers, of Schenectady, N. Y., who was a competitor, handled her machine cleverly and was roundly applauded.

There was a bad series of tumbles in the 5-mile handicap. Alexander Dufrein, of Elizabeth, N. J., rode over the bank, and so did T. W. Rogers, of Brooklyn; N. F. Bernard, of Hartford, and P. Johnson, of Newark, in order. It seemed to be a case of pure panic. T. P. Baker, of New York, Indian, won in 7:10 3-5, with S. C. Campbell, of New Haven, Conn., Warwick, second, and G. N. Holden, of Springfield, Indian, third.

NEW MILE MOTOR CYCLE MARK

A new mile motor cycle record was made at Charles River Park, Boston, September 7, by Albert Champion, who rode against his previous record of 56 seconds, and made the mile in :55%. The meet at which the ride occurred was a benefit to add to the fund for the Harry Elkes monument.

Thos. W. Fahy has been made superintendent of the A. Clement Cycle & Light Carriage Co., of New York. The company will be ready in a few days to deliver motor bicycles, complete. It will have the Clement motor, the castings of which are imported from France.

Contestants	H. P.	Make	Weight of Rider	1 Hour		2 Hours		3 Hours		4 Hours	
				Miles	Yards	Miles	Yards	Miles	Yards	Miles	Yards
1 G. N. Holden, Springfield, Mass.	1½	Indian	140	39	587	77	110	113	321	150	75
2 W. H. Owen, New York	1½	Indian	180	35	1173	75	110	110	142	1026	
3 N. T. Bernard, Hartford, Conn.	2½	Columbia	155	39	1493	65	687	102	587	140	
4 W. F. Murphy, New York	1½	Indian	150	35	1173	71	1173	106	1173	138	537
5 W. J. Ziegler, Hartford, Conn.	2½	Columbia	150	34	1173	71	1173	89	125	1613	
6 T. W. Rogers, Brooklyn	1½	Indian	135	29	61	87	1173	122	587		
7 Edw. Goodwin, Newark, N. J.	3	Orient	125	33	587	63	587	91	587	115	1613
8 E. T. Edmund, Brooklyn, N. Y.	2	Thomas	128	26	1173	47	1173	71	1173	95	75
S. C. Campbell, Springfield, Mass.	1½	Warwick	160	27	587	62	587	75	1173		
D. D. Miller, New York	4	Orient	135	Also	Ran						
T. P. Baker, New York	1½	Indian	135	"	"						
G. H. Curtis, Williamsport	5	Hercules		"	"						

MOTOR AGE

Table of Performances of Contestants in 4-Hour Motor Cycle Race

OLDS TRANSCONTINENTALISTS REACH CHICAGO IN HEAVY RAIN



MOTOR AGE

Olds Tourists and Grand Rapids Club in Front of Chicago Club House

With just a single square yard of oilcloth to protect each of them from the elements, the Oldsmobile transcontinental tourists, L. L. Whitman and E. I. Hammond, drove through a blinding rain into Chicago last Friday afternoon. A continuous downpour for an hour before the club house on Michigan avenue was reached, gave the travelers a thoroughly drenched and bedraggled appearance, but they were cheerful and happy withal, and Whitman's joyous smile as he climbed down from his car onto the club house lawn wrung the clouds dry and brought the sunshine out again.

WELCOMING PARTY PLANNED

A telegram from Whitman was received early Friday morning by Githens Bros., the local agents of the Oldsmobile, saying that the tourists would reach Chicago some time that day, and that he would wire again telling the time he and Hammond might be expected. At 1:30 p. m. a second telegram from Wheaton told the route over which they expected to come into the city, and hurried preparations were made for their reception. At the suggestion of the MOTOR AGE representative the Grand Rapids, Mich., club, which was then being entertained at luncheon by the Chicago Automobile Club, was invited to go out a few miles and meet the Californians.

The news of the expected arrival was received with pleasure by the crowd at the club house and about two dozen cars were in readiness to start when the rain began to fall in sheets, thus effectually dampening the ardor of the party.

FIVE CARS MEET TOURISTS

James Levy, of the Oldsmobile company, and the MOTOR AGE representative, however, started forth and four cars from the club followed, so that five cars were present at the welcome extended under the boughs of a sheltering tree in Garfield park. As the reception committee rounded a sharp turn, Levy's car almost bumped into the tourist car, which was skipping along as friskily as a new car just out of the shop. Whitman threw on the reverse, Hammond pulled the tablecloth off his knee, thereby getting the one remaining dry spot wet, and a moment later the two travelers, Levy and the MOTOR AGE man were old friends. The other cars soon arrived and the

occupants were introduced to the tourists. As the rain was still persistent, not much time was spent in exchanging greetings.

During the return journey to the club house



Two Kinds of Cross Country Automobiles

many curious pedestrians paused and peered out from under their umbrellas at the procession, and when the legend "Oldsmobile, San Francisco to New York" was seen on the second car, the reason for the demonstration

was plain. As the party turned into the driveway at the club house the sun came from behind the clouds and smiled a benediction, and soon the yard was filled with club members and their guests, all anxious to meet and greet the transcontinentalists.

Both Whitman and Hammond were liberally plastered with mud, and their first request was for water and plenty of it. A change of clothes was resurrected from the luggage box and a half hour later, "dressed and in their right minds," they were busy discussing a warm meal in the club dining room.

GITHENS EXPECTS A MESSAGE

Outside in the yard the newspaper man was drying his pants in the sun, at the same time taking a general survey of the tourists' car, when Walter Githens came rushing up and said:

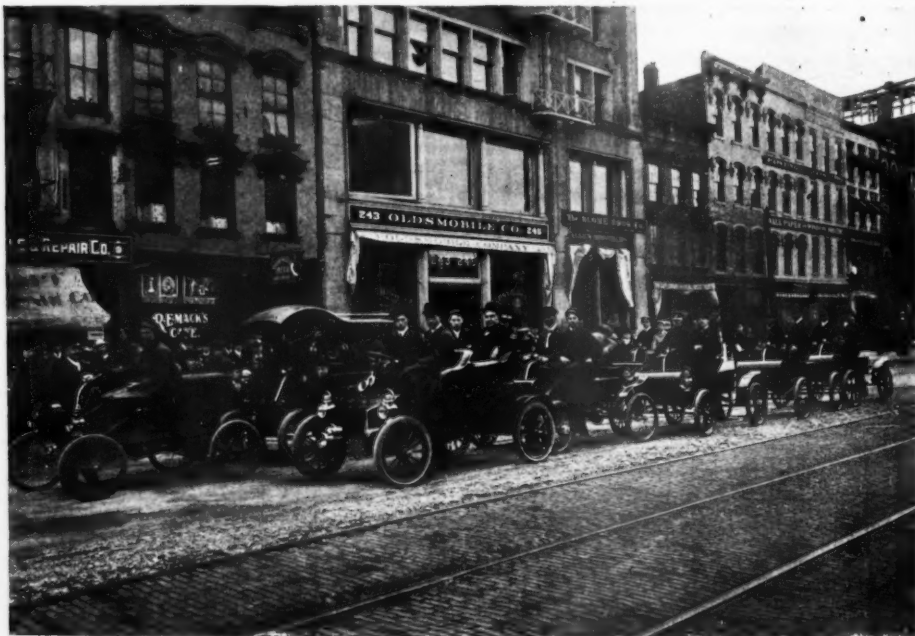
"We're expecting a telegram from Whitman and Hammond and when it comes I want you to go out with me to meet them. You know, they are coming across the continent in an Oldsmobile."

"You are mistaken, my brother," responded the MOTOR AGE representative. "They are not coming—they are here, and have been here for an hour. Jim Levy and I brought them in some time ago. There's the car over by the fence."

"Well, I'll be jiggered," said Githens, as he turned and made a dash for the club house to catch the tourists before they started for New York.

THE TRIP FROM OMAHA

The travelers left Omaha Monday at 2 p. m. and arrived at the club house in Chicago at 2:30 p. m. Friday, being just 4 days and a half-hour on the road. Stops were made at Atlantic, Des Moines and Clinton, Ia., and Rochelle, Ill. The journey east from Omaha was without incident, save for the usual mud and rain which had been their lot for the last 3 weeks. They were in Omaha over a week, unable to get away because of washouts. As soon as the new bridge over the river at Omaha was completed the start eastward was made.



MOTOR AGE

Whitman and Hammond Entering Detroit

Saturday morning the car was overhauled by Whitman and Hammond at the Oldsmobile establishment and the start towards Detroit was begun Saturday afternoon, the intention being to reach there to be on hand at the race meet.

DETROIT REACHED MONDAY

Detroit, Mich., Sept. 7—Another transcontinental trip is nearing its end. This is the one in which the Oldsmobile is the central figure, and which from present indications, will meet with success. To-day at noon there arrived in Detroit a standard Olds runabout, driven from Pasadena, Cal., by L. L. Whitman and E. I. Hammond. They left Chicago at 3 o'clock last Saturday afternoon and came to Detroit by way of Toledo.

Messrs. Whitman and Hammond will leave for New York after the automobile races here and expect to finish the trip east in 6 days. Going back, they will use the railroads. They



Repairing Broken Spring in Iowa



On an Iowa Stock Farm

failed to reach the palace inside the time limit.

There were thirty-two riders ready for the run Tuesday morning, which was for a distance of 91 miles to Brighton and return. The road was fairly good all the way with

The final road test was on Friday, the run being 117 miles to Worthing by way of Crawley and Brighton. Thirty riders started and twenty-six finished.

The speed trials were held on the Crystal Palace track Saturday. It was a sunshiny day and the conditions were highly satisfactory. The fastest times were made by a 3-horsepower Ariel, which covered the 5 miles in 8:08½; second, 2¼-horsepower Ormonde, time, 8:27. The average time was between 10 and 11 minutes, the slowest being 14 minutes.

OVER 701 MILES IN A DAY

The world's motor cycle track record for 24 hours was given a big upward boost last Saturday, when A. A. Hanson, on a Mitchell Mile-a-Minute, beat his last year record by nearly 75 miles.

The run was made at Garfield park, Chicago, beginning at 3:30 o'clock Friday afternoon, and the distance covered was 701 miles and 1,330 yards, the total riding time being 20 hours and 58 minutes. The previous record for 24 hours was 634¼ miles, made on the same track by Mr. Hanson on a Mitchell machine.

Hanson was unfortunate in his weather selection, as it rained eight times during the 24 hours. Several of these rains were sufficiently severe to wet him to the skin, so that he became chilled through and suffered considerably for this reason. The tires of his machine received eleven punctures.

During the last 2 hours the run was made in sunshine, so that Hanson finished in good condition, feeling better at that time than at any time during the ride after he first became wet by the rain.

The first 100 miles were made in 2:37:58, and nearly all of the miles were made in less than 1:25.

Hanson also holds the 1,000-mile road record, made on a Mitchell motor cycle over the Fort Snelling course near Minneapolis, Minn., his actual riding time being 55 hours and 58 minutes. Friday he came within four seconds of the 200-mile record, which is held by Chase.



A. A. Hanson on the Mitchell Mile-a-minute

went up against so many varied experiences that they do not care to go through the same worries again.

The machine was in excellent shape when it reached here, the replacing of an occasional tire and spoke being practically all that had been necessary in the way of repairs en route.

SIX MORE DAYS OF PLUGGING

The second week of the British motor cycle reliability trials at and near the Crystal Palace, London, began Monday, August 17. The weather was somewhat better than the previous week, but there were several rains which made traveling disagreeable at times.

There was only one serious accident during the week. Mr. Brown, a private owner, was returning from Eastbourne on Thursday, and on rounding a sharp turn found the road blocked by a group of pedestrians on one side and a wagon on the other. It was impossible to avoid a collision if he stayed on the road, so he did the next best thing and turned into the hedge. His machine was so badly damaged that it was impossible for him to continue in the competition.

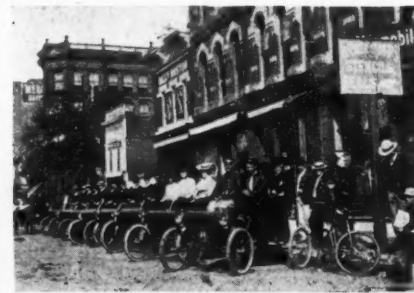
The run on Monday was to Folkstone and return, a distance of 134 miles. There were thirty-three starters, and as the weather was good, the outgoing trip was made by all without difficulty. On the return trip only six

the exception of a couple of stiff hill climbs. Twenty-eight riders completed the journey. Some of the others were delayed by tire troubles.

On Wednesday there were again thirty-two starters to Basingstoke and return, 119 miles. The conditions on that day were favorable and twenty-nine completed the trip, most of them arriving at about the same time. The same number started on Thursday morning for the longest run of the series, a distance of 125 miles, to Eastbourne and return by way of Riverhead, Tonbridge and Hailsham. The roads were hilly and the weather was the worst of the week. The return trip was made in a heavy rain, but nevertheless, thirty riders made the journey in the allotted time.



Into Illinois at Last



Ready to Leave Omaha

MASSACHUSETTS LAW IN EFFECT

However, Many Automobilists Are Without Numbers—Drivers of Police Motor Cars Among the Unidentified

Boston, Mass., Sept. 3.—This is the third day since the new law relating to the registration of automobiles and the licensing of operators has been operative, and the first victim has yet to be discovered. Perhaps the reason for the lack of prosecution for violation of the law lies in the fact that the highway commissioners have as yet been unable to supply all the registration numbers for which application has been made. This tardiness lies not so much with the commissioners as with the applicants for registration and licenses, and the express companies. The former have in a great number of cases delayed their applications until the last minute, thereby crowding the work on the commissioners, and the latter have failed to make prompt deliveries of the registration number plates, which are distributed from the office of the commissioners.

POLICE AMONG OFFENDERS.

There are today many infractions of the law and a trial case could readily be found if desired. In fact, the police of Boston would not have to go out of its own department to find a test case, as the automobiles used by the department have not been registered, nor have the operators thereof been licensed. This is a condition of affairs which is particularly amusing to the automobilists of this section, who are wondering under what head the police operative will be licensed. It is argued that he will have to sport one of the large red badges of the professional chauffeur, which resemble in no small degree the badge worn by the street cleaning brigade of this city. The policemen certainly do not drive the cars for pleasure, it is business with them, and therefore, it is claimed, they are merely professional chauffeurs.

CLUB PRESIDENT PROTESTS

While the majority of the automobilists have conformed to the legal requirements in this direction, at least one of them, Dr. H. D. Medcraft, president of the Springfield Automobile Club, has openly stated that he will license, and he does so with the idea of being arrested and of then making a test case. His contention is that the new law provides double taxation and is therefore unconstitutional. In this action Dr. Medcraft has the support of the members of his club. He says he pays a personal property tax on the automobile, then a tax for the privilege of having it used on the highways, and still and finally a third tax for the right to operate it.

TO ENTERTAIN THE A. C. A.

As soon as it became known that the Automobile Club of America was to make a pleasure tour from New York to Boston, commencing September 25, the members of the Massachusetts Automobile Club commenced arrangements for the reception

and entertainment of the visitors during their stay in this city. Of course it is impossible at this time to say of just what the entertainment will consist, owing to the details of the trip not having been fully arranged. Col. Soutter, president of the local club, is now in communication with the New York club, and just as soon as its plans and desires are made known some arrangement satisfactory to both clubs will be perfected. The privilege of the clubhouse will be tendered the visitors.

UNWIN FINISHES HARD TRIP

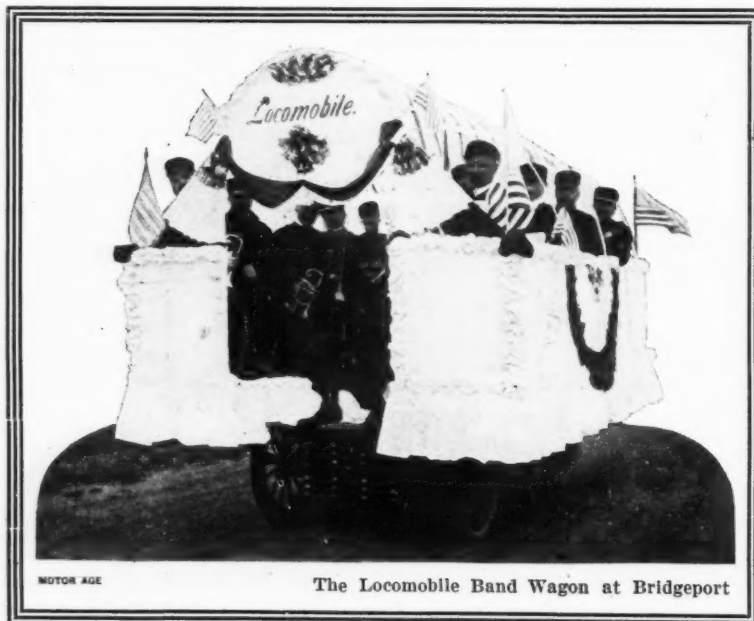
Endurance Run Prospector Reaches Pittsburg and Declares Last Stage the Worst of the Whole Route

Pittsburg, Pa., Sept. 7.—Harry Unwin, secretary of the National Association of Automobile Manufacturers, and William Arber, arrived here last Saturday night, covered with mud and sore and weary from their 800-mile ride over the endurance run route. They have encountered rain every day since they left New York, August 18.

The most trouble was found in climbing the rough, gullied hills of eastern Ohio and western Pennsylvania. The distance from Cleveland to Pittsburg is 133 miles, and some doubt has been expressed as to that run being made between sunrise and sunset. The roads from Youngstown, O., to Pittsburg are especially bad. The remainder of the run from Cleveland to Pittsburg, by way of Chagrin Falls, Troy and Warren, is in fair condition. From Youngstown to Pittsburg the grades run from 13 to 16 per cent, and some of them are as high as 30 per cent. From Pine Hill, N. Y., across the Catskills there are some stiff grades, but they are not to be compared with those near Pittsburg.

TRADE CHAMPIONSHIP TROPHY

New York, Sept. 7.—Secretary Reeves announces a silver trophy for the trade championship, to be competed for at the Empire City track meet on October 3. It will go to the maker whose car or cars make the best showing in the open events. It will be awarded on the basis of points—five for first, three for second, two for third and one for fourth. The offer of this cup will assure a large trade entry list, keen competition, and will add much to the interest in the races as a whole.



The Locomobile Band Wagon at Bridgeport

TO HAVE BIG RACE MEET AT LAST

Chicago, City of Automobile Racing Disappointments, Promises a First-Class Affair at Washington Park

Chicago, Sept. 9.—The centennial celebration automobile racing committee has definitely set the dates, of the race meet here, Tuesday and Wednesday, September 29 and 30 being chosen. The official sanction of the A. A. A. has been obtained and the committee is now ready to receive entries for the various events.

PROMINENT RACERS PROMISED

A contract has already been signed with Barney Oldfield, who will be here with the four-and eight-cylinder Winton cars. Carl Fisher, with his Mohawk, the Olds Pirate, the Packard Gray Wolfe, Tom Cooper with the Red Devil and 999, Jules Sincholle, with his 40-horsepower Darracq, Henri Page, with his 40-horsepower Decauville, a 110-horsepower De Dietrich, and Louis P. Mooers, are some of the special attractions scheduled.

As the meet is to be given under the auspices of the centennial commission of Chicago, no admission fee will be charged for the races—they simply being offered as a part of the regular program of the centennial. The races will be held at the Washington Park track, which has been refused several times for automobile races, but in deference to the centennial celebration the directors this time have offered the track for that purpose. It is possible that an admission fee to the grand stand will be charged, but this has not yet been definitely decided.

The program for the 2 days will be as follows:

TUESDAY

First Event—Five-mile race for cars of 11,000 pounds and under, for silver cup; value \$50.

Second Event—Five-mile race for private cars, carrying a full complement of passengers; machines to start from wire, engines to be started on signal and passengers to get in after engine is started; every mile car is to be stopped, engine stopped, passengers get out, engine restarted, passengers get in. For silver cup; value \$75.

Third Event—Five-mile race for cars of 1,800 pounds and under. For silver cup; value \$75.

Fourth Event—Ten-mile race for all classes. For silver cup; value \$75.

Fifth Event—Five-mile match race.

Sixth Event—Ten-mile handicap race for all classes. For silver cup; value \$100.

Time trials.

WEDNESDAY

Seventh Event—Obstacle race. For silver cup; value \$50.

Eighth Event—Five-mile handicap for cars of 1,000 pounds and under. For silver cup; value \$50.

Ninth Event—Ten-mile open race. For cup; value \$100.

Tenth Event—Pursuit race. For silver cup; value \$75.

Eleventh Event—Five-mile race for cars of 1,800 pounds and under.

Eleventh Event—Five-mile race for cars of 1,800 pounds and under.

Twelfth Event—Ten-mile handicap for all classes. For cup; value \$100.

Thirteenth Event—Five-mile special match race.

Time trials for all classes of racing cars.

HAVE POWER TO MAKE AGE LIMIT

Washington, D. C., Sept. 5—It is understood that the corporation counsel who has been considering the question of the right of the district commissioners to establish an age limit in the granting of automobile licenses, has prepared his opinion and will submit it within a day or so. It will say that the commissioners have the right to establish any age limit within their discretion, but it will also advise against naming any specific number of years. The corporation counsel explains that the right of the commissioners to regulate the age of limitation for automobile operators is incorporated in what is known as their "police power." The original regulation was drafted under police supervision and consequently its legal authority will hold that the

GOOD NATURED TRACK COMPETITION

Improvised Automobile Race Meet at Bridgeport During "Old Home Week" Draws a Large and Enthusiastic Crowd

There were automobile races in Bridgeport, Conn., last week. No records were broken. Barney Oldfield was not there, and no Bullets or Devils were shown, but a more enthusiastic crowd has not yet been seen since automobile racing began. Where before has there been a race meet to which the spectators came in automobiles, buckboards, buggies, carriages, delivery wagons, go-carts and four-in-hands? When before have the onlookers filled every available foot of space around both sides of the track and in the trees overlooking the arena, and screamed themselves hoarse as the machines flew by? They did all that in Bridgeport.

The races were open in every sense of the word. There was no admission fee, no grand stand, no fence to keep out the thousands of embryo chauffeurs, and the Bridgeporters

park came the voice of a soprano singing in the specially built auditorium, and the more hard tones of the side-show barkers.

The Locomobile company supplied most of the entries for the races, and A. L. Riker established himself in the minds of the young Bridgeporters as the fastest automobilist on earth. After he had won one of the heats a crowd of young lads gathered around his 16-horsepower gasoline car. "I'll bet you he'd beat Oldfield," said one, gazing in awe as Mr. Riker lit a fresh cigar; most of the competitors smoked while in the races.

"Beat Oldfield!" scornfully replied a red-headed companion, "why, he'd chew him up."

A. C. A. TOUR PLANS

New York, Sept. 7—Plans for the tour of the A. C. A., which starts September 25, are now complete. Over thirty members have signified their intention of participating.

There has been some amendment in the announced schedule for the run through the Berkshires. Instead of a hasty run to Poughkeepsie by way of Pittsfield the clubmen will run from Springfield on Tuesday to Pitts-



Spectators at Bridgeport Races



The Bridgeport Free-for-all Race Course

commissioners have the right to amend it in any and every particular.

It is believed the commissioners will follow the advice of their counsel and decline to establish an age limitation. When questioned in regard to the matter Commissioner West stated to the MOTOR AGE man that in all probability the commissioners would give the automobile board discretionary power, with instructions to examine every applicant of whatever age, and if the members of the board were satisfied as to the general ability of the applicant to operate an automobile, the permit should be granted. Commissioner West further stated that he did not think an age limit could be established that would be fair to all concerned. "It stands to reason," said he, "that some boys of seventeen or eighteen are more competent to operate automobiles than some older men or women. However, the board should be careful in granting permits to youths to operate the big machines. A boy of seventeen may be a master of a simple run-about, but it needs a strong arm and mature judgment to handle the touring cars."

After being postponed three different times the new automobile regulations will go into effect September 6, and those who have been tardy in procuring the permit necessary to operate a machine must suffer the consequences.

turned out, man, woman and child.

Last week was known as Old Home Week in Bridgeport. Old Home Week means that the people hold a week of festivities for the entertainment of the friends and relatives of the citizens, who are supposed to take this advantage of visiting the old folks. Among the entertainments provided was a series of automobile races, held under the auspices of the Bridgeport Automobile Club, a hustling organization.

The races were run on a narrow half-mile track, which the city maintains for its horse-owning citizens, in Seaside Park, a beautiful spot facing Long Island Sound. The track is hardly suitable for automobile racing. It is oval shaped, having sharp turns with the backstretch and the homestretch closer together in the center, like the shank of a collar button.

LOCOS FURNISH THE SPORT

Last Wednesday, when the races were started, all the roads around this oval were filled with every conceivable variety of conveyance, while on lawns, bicycles, velocipedes and baby carriages mingled in a variegated mass. On the side of the park facing the Sound workmen were busy erecting set pieces of fireworks for the evening's show, while from the open lot in the shadow of the Locomobile company's factory on the other side of the

field for luncheon, 55 miles by way of Lenox. That afternoon there will be tours to North Adams, Williamstown and the surrounding points of interest. The tourists, in fact, will go their own sweet way so long as they rendezvous at Poughkeepsie, 69 miles from Pittsfield, on Wednesday for the run home the following day. A day will thus be added to the tour, making 7 days in all, including the day's stop-over in Boston on Sunday.

ENDURANCE RUN ROUTE

The daily stops on the endurance run have been definitely decided as follows: New York to Pine Hill, Binghamton, Bath, Buffalo, Erie, Cleveland, Pittsburg. The rules have been amended so that tanks may be filled at the midday stop, provided such filling is done within the hour allowed for luncheon. The weight to be carried to secure the maximum number of points has been reduced from 30 to 25 per cent, extra parts not to be weighed with the car, nor will they be accepted as a part of the ballast. It will be necessary to carry 25 per cent plus the weight of extra parts and personal baggage.

Orlando F. Weber & Co. will represent the Pope Motor Car Co., of Toledo, O., in Chicago, with headquarters with the Dan. Canary Automobile Co., 521 Wabash avenue.

CHICAGO ENTERTAINS WOLVERINES

The Grand Rapids Automobile Club Spends 3 Days In Windy City—Reception Committee Without Alarm Clocks

There was a busy, English "week-end" holiday atmosphere around the Chicago Automobile Club last week, the occasion being the entertainment of the Grand Rapids Automobile Club. A program had been prepared for Friday, Saturday and Sunday, and it was carried out fairly well, the rain of Friday causing some delay.

The Grand Rapids club arrived at 6 o'clock Friday morning on the boat from Holland. Eleven cars were driven from Grand Rapids to Holland, a distance of forty miles, on Thursday afternoon, and the trip across the lake made at night.

COMMITTEE OVERSLEPT

A committee from the Chicago club was appointed to welcome the visitors and many of the members sat up late Thursday night figuring how early they would have to get up Friday morning to meet the boat at the wharf. As the natural outcome of these cogitations, they all overslept, so that the reception committee consisted solely and exclusively of Assistant Secretary De Friest, who caught an owl car and reached the landing as the boat came in.

Secretary Charles Judd, of the Grand Rapids club, saw the solitary figure standing on the wharf, and approaching, said:

"We are the Grand Rapids club; who are you?"

"Guess I'm the reception committee," responded De Friest, "and if you will come with me I'll show you the way to the club house."

The cars were unloaded from the boat and then loaded with people and a quick run made through the misty morning air to the club. Here breakfast was served, after which the reception committee arrived and greeted the guests.

WELCOME OLD TOURISTS

Friday forenoon was spent by the visitors at the downtown stores, they being first instructed to return to the club for luncheon at noon. About 1 o'clock a heavy rain began to fall and the prospects for the scheduled afternoon run were gloomy. The announcement at this time of the expected arrival of Whitman and Hammond, the Oldsmobile transcontinental tourists, caused a ripple of excitement, and the entire party would have gone out to meet them had it not been for the downpour. As it was, four cars braved the elements and accompanied the Oldsmobile reception committee.

The rain cleared away at 3 o'clock, and after the taking of a picture of the party in front of the club house, with the Oldsmobile tourists thrown in for good measure, the start for Fort Sheridan was made. The run over Sheridan road was made at a moderate rate of speed in deference to the laws of Evanston and other villages along the north shore, and in consequence the party never reached Fort Sheridan. The shades of night were falling with their usual rapidity when Highland Park was sighted, so the remainder of the trip was abandoned and a stop made at the Hotel Moraine for dinner.

After the seventy-five full-size appetites of

the party had been satisfied, the crowd adjourned to the ball room. Here the young lady who had seen the "Tenderfoot" at the Dearborn theater played "I met my love in the Alamo" and everybody danced the Virginia reel until the pianist gave out. Then seventy-three of the seventy-five lined up around the room while Frand Mudd explained that President Charles W. Gray had promised to make a speech, but at the last moment decided it would be best for him to stay outside and watch the automobiles and let Mudd do the speechmaking. This pleasant duty was accordingly assumed by Mr. Mudd, and for half an hour he handed out bouquets, epigrams and semi-witty stories to the delight of his appreciative audience. Several members of the Grand Rapids club responded, so there was a flow of silver-tongued oratory until 9 o'clock. At 9:40 the first car left the hotel and at 11:05 President Charles Gray arrived at the club house. The rest drifted in gradually, the last car reaching the club garage shortly before 2 a. m.

CHICAGO TO INSPECT PEACH CROP

Saturday afternoon a tour was made over the boulevard system, winding up with dinner at the Chicago Beach hotel. In the evening the party attended theaters. On Sunday afternoon Riverside and La Grange were visited and the party was entertained by the Golf club members at these villages. The return to the city was made before 6 o'clock, in time for the visitors to catch the evening boat for the homeward trip.

The Chicago club will make a return visit to Grand Rapids on September 18.

FIRST SPACE IN NOVEMBER

National Association Will Not Allot a New York and Chicago Show Space Until After Endurance Run

The allotment of space for the New York show will be made by the committee representing the Automobile Club of America, the Madison Square Garden Co. and the National Association of Automobile Manufacturers, on Monday, November 2. All applications received by noon of that date will receive equal consideration. No applications will be formally considered before October 10, at which time application blanks will be issued.

The allotment for the Chicago show will take place November 9, and the application blanks will be issued at about the same time as those for the New York show. These changes have been made so that the allotment may not take place when the minds of the makers are occupied by the endurance test details.

CHANGES IN N. A. A. M. OFFICERS

Col. Albert A. Pope, of the Pope Motor Co., has been elected a member of the executive committee of the N. A. A. M. in place of H. Ward Leonard, who resigned. Windsor T. White, of the White Sewing Machine Co., has been chosen first vice-president; Charles Clifton, of the George N. Pierce Co., second vice-president, and R. E. Olds, of the Olds Motor Works, third vice-president.

The Automobile Agency of Dublin, Ireland, generously took back a quantity of gasoline from visitors during the Irish automobile tour and as a result a fine was imposed for storing more gasoline than was allowed by its license.

GERMANY HAS FAITH IN MOTORS

High Government Official at Banquet In Honor of Jenatzky Praises Automobile Industry—Talk of 1904 Race

Berlin, Germany, Aug. 23—No better evidence of the interest the government is taking in the automobile industry was ever given than at last night's banquet offered by the German Automobile Club in memory of Jenatzky's victory on a German made car in the Gordon Bennett cup race, when the minister of commerce, S. E. Moeller, in the course of his toast, said:

"Let us not stop at this first success; automobilism is only in its infancy, and many problems are to be solved by its manufacturers, engineers and friends before the automobile reaches the state of perfection. Aside from technical difficulties, there are the prejudices which still make the public somewhat skeptical and afraid. Efforts must continue with unflinching zeal in the commercial phase of the new locomotion, in the construction of vehicles that will render transportation economical, comfortable and safe at the same time. As in many other branches of industry, I think the Germans will succeed in their efforts in this one, and that the achievement of our countrymen in the great race of last July will be repeated. Let us never rest upon one laurel, as there are many more to be secured. Such victories won in peaceful fashion help the advancement of humanity."

REPRESENTATIVE GATHERING

The impression caused by the minister's utterances, who spoke in his official capacity, was profound. He spoke so earnestly that his hearers wondered if his words were not, in some way, the conveyance of the kaiser's own ideas concerning the automobile industry. Minister Moeller is held in high esteem by the German emperor, who often calls him into private consultation.

The gathering at the club was one of the largest and most select. Princes and barons mixed with manufacturers, drivers and high officials. Duc Adolph-Frederic of Mecklenburg, Count de Talleyrand Perigord, N. Dürkopp, Director Melzer of the Daimler factory, Jenatzky, Willy Poege, and many others well known in the automobile trade and sport were present.

COURSE FOR NEXT YEAR

After the banquet there was much chatting over the Gordon Bennett race, Jenatzky telling his story time and again. About next year's race much interesting conversation occurred. One of the members of the German Automobile Club said that the committee had practically made its choice of a course. At first a road in Saxony was favored by the commissioners; then one near Hanover. Both were given up, as it was found that there were too many villages and grade crossings. The much-mentioned road in the duchy of Mecklenburg had made a good impression. It is a trifle over 320 miles long and almost a straight course from one end to the other. The road is good, and but few large towns are directly on its line. The landtag or chamber of the duchy, however, shows very little disposition to allow the race. The duc personally is enthusiastic, but helpless.

Therefore other roads are under consideration and it seems very probable that one of

two will be chosen. The first covers a course of about 370 miles, starting at Custrin. The other road is toward the Baltic sea from the same starting point.

The commissioners will soon publish their report. It has been said that the manufacturers are trying to influence the committee in the selection of the road, but this is untrue. A member of the Automobile Club said that the selection of the road was entirely in the hands of the committee and that no one will be favored, the best course being the one to be chosen.

POLICE ADOPT MODERN METHODS

Washington Department Tests Jones Speedometers and Equips all Cycle Policemen With Them

The speed measuring instrument manufactured by the Jones Speedometer Co., of New York, was recently subjected to a most severe test by the police authorities of Washington, D. C., with the result that the company secured a contract for equipping the machines of the entire bicycle force of sixty men with the device.

For some months there has been considerable friction between the police and the authorities of the national capital over the speeds alleged by the officers when appearing in court against offenders. Tuesday the chief of police, Maj. Sylvester, determined on a series of tests of the Jones instrument with the idea of adopting it for the bicycle police and to furnish the police with testimony which would stand in court.

These tests were made under the supervision of Sergt. Clemons, of police headquarters. The apparatus was devised by E. P. Nusbaum, and consisted of two sets of contact boards, placed at a distance of a quarter of a mile apart. The tests were made on Fifteenth street, northwest, one board being at Fifteenth and E streets and the other at the entrance to the Monument grounds. The men whose bicycles were tested took a running start, and crossed the first board at a given speed, as indicated by the instruments attached to their machines.

As they rode over the first boards an electric circuit was closed, which started an ordinary stop-watch. They maintained this speed to the next set of boards, and as they crossed them the watch was stopped. It will be readily seen that at a 15-mile rate the watch should show just 1 minute between the crossing of the two boards.

Seven men participated in the first test. All the instruments came up to the standard, none of them registering more than a fraction of a second out of the way. With this record the testimony of the men who stood the test, cannot, it is claimed by the police, be easily discredited.

The testing was continued from evening to evening until the entire force of sixty men verified the indicators on their machines.

Now when an arrest is made the officer backs his testimony with the record of his speedometer and produces a certificate from W. S. Nusbaum that the instrument is correct.

Recent statistics of the Belgian Automobile Board of Trade states that 9,000 people are directly employed in the Belgian automobile industry, and that fully 25,000 more are dependent on this industry in different ways for their bread.

EDISON, JUNIOR, OPENS A GARAGE

Son of Storage Battery Inventor Enters Automobile Trade at Washington—Hospital and Dealer Exchange Thrusts

Washington, D. C., Sept. 5—A new garage was opened in Washington during the past week. It is known as the Edison Automobile Station, the moving spirit in it being W. Leslie Edison, a son of Thomas A. Edison, the famous inventor. Mr. Edison looks upon the national capital as an ideal field for such an enterprise as he has just launched, and intends to proceed along lines somewhat different from those pursued by others who are already in the field. His station is located at 715 Thirteenth street, northwest, very near the center of the city, and there will be every convenience at the command of patrons. Special attention will be paid to repair work and later on a sales department will be established. Mr. Edison is now negotiating for two or three agencies and one deal is on the point of consummation. A line of automobile sundries and accessories will also be carried. A great deal of interest is being manifested in the new station and it is destined to become a popular automobile rendezvous.

COMPLAINT FROM HOSPITAL

The superintendent of a hospital on H street has complained to the municipal authorities of the noises occasioned by the trials and repair of gasoline automobiles in the rear of the big building occupied by the local branch of the American Cycle Manufacturing Co., and has asked that the alleged nuisance be abated. He complains that the cars are thrown out of gear and the motors tested, giving rise to explosive noises in rapid succession, thereby causing discomfort to patients. Manager Foss has taken exception to the complaint because it was made to the authorities without first giving him a chance to remedy the conditions, thus putting him in a bad position before the public. In a letter to the police department Mr. Foss, after assuring the department he had no desire to cause his neighbors annoyance, proceeds to take a dig at the hospital authorities, who, it appears, have been in the habit of storing cadavers in a building in the rear of the hospital, the odors from which were not only a public nuisance, but were detrimental to health. Manager Foss came out of the controversy with flying colors.

ELECTRIC COMPANY ENLARGES

The National Electric Supply Co. will remove next week from 1417 to 1332 New York avenue, where a three-story brick building has just been erected for them. This company carries one of the largest stocks of automobile supplies south of New York and its business has increased to such an extent that larger quarters were necessary.

CLAIMS NON-INFRINGEMENT

Syracuse, N. Y., Sept. 5—Shirley S. Lewis and his brother, Albert S. Lewis, 711 East Fayette street, are the inventors and patentees of an internal combustion motor, and a company has been incorporated to manufacture engines, motor vehicles of original form. Messrs. Lewis are also holders of patents for improvements and parts in running gears of motor cars claimed not to conflict with the Selden patent. The Lewis Gas Engine Company is incorporated under the laws of New

Jersey with a capitalization of \$30,000. Shirley S. Lewis is president, Albert S. Lewis secretary and Axel V. Beeken, of Newark, N. J., treasurer. Raymond C. Spaulding, of Mt. Vernon, and Eugene M. Gregory, of Newark, N. J., with the officers, make up the board of directors.

A petition in bankruptcy has been filed against the I. A. Weston Company, 120 Burnett avenue. The liabilities amount to \$60,000. The company has been operating plants in this city and in Jamesville for the manufacture of bicycle and automobile wheels and parts.

The Syracuse Automobile Co. will exhibit at the New York State Fair and keep open house day and night the entire week for the benefit of visitors. Mr. Cornwall, the manager, says that the company is still selling a large number of machines. Next year he will add to the lines carried.

The J. S. Leggett Mfg. Co. is making a racing machine for Carl Amos, who will take part in the state fair races next week. It is of 14 horsepower and great speed is claimed for it.

MAY BECOME A STATE DIVISION

New York State Association of Automobile Clubs Confers With A. A. A. In Matter of Affiliation

Syracuse, N. Y., Sept. 5—Hurlburt W. Smith, president, and Fred H. Elliott, secretary of the New York State Association of Automobile Clubs, were in Buffalo and New York this week in the interest of the association. The visit was made to Buffalo for the purpose of securing the co-operation of the Buffalo club. They were successful in this and the club will send its representative, William H. Hotchkiss, to a meeting of the state association in this city September 12; the evening after the races at the state fair grounds. This completes the membership of the executive committee, which is made up of one man from each of the following clubs belonging to the association: Buffalo, Syracuse, Rochester, Utica, Albany, Auburn, Binghamton, Oneida, Long Island and the Automobile Club of America. Notices for the meeting have been sent out to all clubs and it is expected that there will be a large attendance.

While in New York, Messrs. Smith and Elliott held a conference with Winthrop E. Scarritt, former president of the American Automobile Association and prominent in the A. C. A.; S. M. Butler, secretary of both organizations, and A. R. Pardington, chairman of the A. A. A. racing board. This conference was to bring about an affiliation of the New York state association and the American Automobile Association. Since his return to this city Mr. Elliott has received a letter from Mr. Scarritt stating that he will favor admitting all the clubs composing the state association into the national association as individuals, the state organization to be kept up under its present name and to be known as a division of the American Automobile Association. He stated that other states will organize associations and be admitted in the same way. He favors the activity of state organizations in their own state, but wants all to join the national association. This is agreeable to the officers of the state association and such action will undoubtedly be taken at the meeting next week.

FIVE MILLIONS A YEAR'S EXPORT

France In One Year Almost Doubles Her Sales of Motor Cars to Other Countries —French Trade Journals Elated

Figures have just been given out in Paris showing the amount of the French export and import trade during the past year. To the surprise of a large number of the motor car manufacturers, the exports almost doubled during the 12 months of 1902, and are over three times as great as those for 1900. England was the best customer, and alone purchased far over half the total amount of the export. Belgium comes next, followed closely by Germany. The United States occupies the fifth position on the list. While the total of exports reaches over \$5,500,000, the importation of automobiles and material does not reach \$225,000. Over half of this amount comes from Germany.

THE EXPORTS IN DETAIL

Following is the official report:

EXPORT	
Great Britain	\$3,837,986
Belgium	408,764
Germany	371,884
Algeria	227,036
United States	85,812
Italy	83,432
Spain	79,620
Tunis	75,984
Holland	70,202
Switzerland	55,652
Russia	40,780
French colonies	50,416
Miscellaneous	256,308

Total\$5,643,576

IMPORT	
Germany	\$119,944
Algeria	31,428
Belgium	29,742
Austria	9,240
Switzerland	8,934
Great Britain	8,332
Italy	2,244
Holland	2,000
Spain	1,420
Other countries	316

Total\$213,600

The exports in 1901 amounted to \$3,156,400 and in 1900 to \$1,883,400.

FRENCH VIEW OF WORLD'S TRADE

Commenting upon these figures a French trade paper says: "It is more than what the most sanguine expected and is the more remarkable on account of the fact that few of our big firms are making any great efforts to secure foreign business, as they have their hands full with the home trade. Now supposing they go after the export business, what will it be then? That we have and hold the world's market must be acknowledged and that we will probably stay in the lead for quite a while is also very probable. Our neighbors of near and far do not remain idle, and some of them have even attained as much fame as some of our best makers, but they are exceptions and to their one we can show three or four. We certainly will not boast that France will always be the automobile center of the world, but we hope it, and will do everything to keep it there. Germany is our most dangerous competitor, but this really applies to only one or two of its manufacturers. Belgium comes next and then Italy. A star has also made its appearance on the horizon quite far away. It is not yet very clear nor as brilliant as others, but beware of it. It is slow, but seems to be sure. It is the youngest, the one which has been latest discovered, and astronomers predict

a great future for it. Its industry is yet in its infancy, but like in so many other lines which America has almost made its own, it seems that it will sooner or later have to be reckoned with. Thus let us lose no time, no pains, no energy and 'en avant' for further improvements."

25-DAY TOUR IN THE EAST

C. C. Hildebrand, sales manager of the J. Stevens Arms & Tool Co., of Chicopee Falls, Mass., accompanied by Otto Nestman, last week completed a 25-day tour with a Stevens-Duryea. They went to Buffalo, Philadelphia and New York, then back to Chicopee again, Falls.

Going from Hudson to Albany in one place it took 2 hours to travel through a quarter of a mile of yellow clay. This was so thick that they were obliged to get hay and grass to put under the wheels to secure traction. The macadam road from Harrisburg to Philadelphia was fine and 20 miles an hour was made easily. The best stretch of road was from Trenton to New Brunswick, N. J. The car was timed here on a 10-mile stretch, which was made in 18 minutes. Double tube tires were used and about fifteen punctures furnished exercise for the motorists.

BANKER PITTSBURG GARAGE

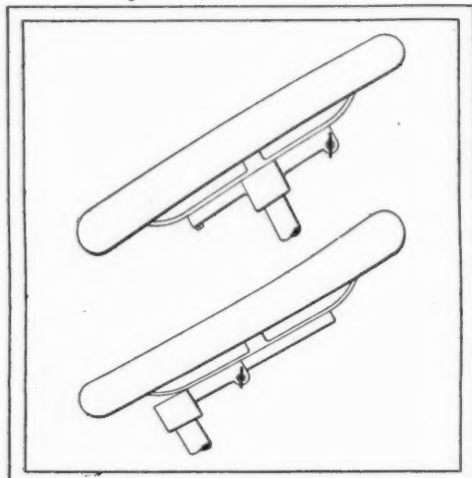
George A. Banker, the Philadelphia member of the Banker Bros. Co., was in New York last week and had the following to say in a talk with a MOTOR AGE man:

"Our new garage at Baum and Beatty streets, Pittsburg, will be completed by the time the endurance run tourists reach the Smoky City. It is in the east end of town opposite the new club house the Pittsburg Automobile Club is building. It is 50 by 115 feet and will not have a post to break it, the roof being supported by girders. We will not put on the second story until next spring."

Charles G. Wridgway, manager of the local branch, has gone to Cleveland.

HUSSEY SLIDING HAND WHEEL

A tilting hand wheel for automobile steering sets was the device to bring Pat Hussey prominently before the automobile trade, and now the Hussey Drop Forging & Mfg. Co., Axtell street, Cleveland, O., is bringing out a new pattern of wheel which accomplishes the same purpose of allowing shifting to provide easy entrance to and egress from the driver's seat, but this in an entirely different manner. In the new wheel Hussey has provided a sliding seat or fastening for the wheel as a substitute



MOTOR AGE

The New Hussey Steering Wheel

for the hinge, believing the construction to be more rigid and equally convenient. The illustration shows the wheel in its central position for steering and in its forward position on the slide seat. The construction is obvious, also the fact that there is little chance for loosening of the fastening in use. While this wheel will be the leader in the Hussey line of complete parts for automobile construction, the company will push a line of other fittings and increase its business in forgings and parts made to order.

DALLAS CENTER OF TEXAS MOTORING

Dallas, Texas, Sept. 5—The assertion is made that this city possesses more automobiles than any other city of its size in the south. There are now over forty automobiles here, besides those carried in stock by dealers. The latter say there is not a week passes in which at least one machine is not sold.

Radiating from Dallas there are many roads which are suited to automobiling. These roads are reasonably good within a radius of 25 miles, and a great number of runs are made within this distance. There are no very large machines here, most of them being runabouts. The largest car in the city is a 10-horsepower machine owned by L. S. Thorne. There is no club here now, but one is proposed, and an organization will doubtless be formed in a short time.

CONTINENTAL TIRE BOOKLETS

The prominent part played by Continental tires in European racing, and in automobiling in general, is comprehensively shown by a booklet which has been received by MOTOR AGE from Emil Grossman, manager of the Continental Caoutchouc Co., 298 Broadway, New York, the American agent for these tires. The booklet contains pictures of interesting phases of most of the big continental races and of the drivers and cars competing. The showing of Continental tires in the winning class is the point emphasized. The Continental company is also mailing a booklet which deals exhaustively and plainly with the repair and maintenance of Continental tires.

RECENT INCORPORATIONS

Marble-Swift Automobile Co., of Phoenix, Ariz.; capital, \$1,000,000; capital in Illinois, \$2,500.

Fisher Automobile Co., of Mooresville, Ind., capital stock, \$25,000. Directors, J. S. Comer, H. C. Seearce and D. F. Swain, Jr.

The Wald Electric Motor Co., of New York, capital \$50,000. Directors, David Wald, Louis Nashley, and Otto C. Britsch, of New York.

Chicago Gasoline Storage Co., of Chicago, capital \$50,000; manufacturing automobiles. Incorporators: N. H. Minitier, D. H. Jackson and W. A. Walker.

Commercial Motor Vehicle Co., of Jersey City, N. J., capital, \$300,000. Incorporators, H. O. Coughlan, W. N. Akers and Joseph M. Mitchell.

Consul-General E. C. Bellows, of Yokohama, Japan, reports that the Japanese are beginning to regard the jinrikisha as a slow method of conveyance and now look on the automobile with considerable favor. Recently a motor car has been purchased by a silk firm for use in delivering goods, and promoters are endeavoring to establish a company for operating a passenger automobile service between Nagoya and Atsuta, two cities about 10 miles apart.

THE READERS' CLEARING HOUSE

CLEANING STEAM BOILERS

Wichita, Kas.—Editor MOTOR AGE—In MOTOR AGE of August 27, I notice a communication headed "Leaky Boiler Flues." Last winter a friend of mine here had a somewhat similar experience with his boiler and it required new heads and new flues to fix it. About 2 inches of loose scale and mud was taken from the boiler when the heads were removed. I am just now having a similar experience with my boiler. About a month ago I boiled it out with kerosene in the water to loosen the scale and the boiler immediately commenced to leak. I then expanded the flues, tested the boiler with cold water pressure and everything was all right. When the steam pressure was put on the flues were all tight, but as soon as the boiler cooled the flues commenced to leak. The boiler was taken out of the car and a number of the flues removed and a hose turned into the boiler. About a quart of loose scale was collected from the water used to wash out the boiler. In addition to this there was about an inch of hard scale on the flue sheet, which kept the water away from the ends of the flues. I think if the writer of the communication alluded to will have enough flues removed from his boiler to properly clean it, that the saving in fuel will more than repay for the expense incurred.—M. C. W.

SLIDING GEAR MATERIAL

Evergreen, Colo.—Editor MOTOR AGE—Begging the privilege of differing with MOTOR AGE regarding the material sliding gears should be made of, my experience has proved conclusively that all the gears meshed by sliding contact should be of steel, carefully case hardened. I have used tool steel, hardened, to great advantage, this construction deteriorating much more slowly than anything else, but the cost is almost prohibitive for commercial uses. I have found the cost to be many times that of good machine steel, and that it did not justify the outlay, although it certainly wore much better.

If any of the gears are made of softer material, their ends will certainly flatten quickly, making meshing impossible at high speeds, or at a dead stop. Even with the greatest care in shifting sliding gears, the wheels will sometimes grind, and the greater the difference in speeds the greater this tendency. They should always be thrown with a quick snap.

Will W. N. of Canajoharie, N. Y., kindly publish in these columns the results of his brake test on the motor with and without picric acid. I am sure the readers of MOTOR AGE would greatly appreciate this experience.

Answering C. E. B.'s eight-cycle motor query, the missing he speaks of cannot be accounted for at a distance, but one thing is certain—if his carbureter is furnishing the correct mixture, his ignition apparatus good and the timing of the valve openings and spark correct, his trouble would be a physical impossibility. I have known a poor mixture to cause regular missing, also ignition trouble, though the latter is more likely to cause erratic missing. Sometimes engines with spiral

gear drive to the lay shaft fail to more than half exhaust the burned gas, because of wear of the gears making the opening late. This I have known to cause the missing mentioned, as it required two exhaust and two inlet strokes to give the cylinder a combustible and fairly homogeneous charge.

I hope in the near future to set forth in MOTOR AGE the results of years of work in eliminating gasoline motor troubles, and in making their detection, when they do occur, extremely simple.—T. B. RENNELL.

KEEPING OUT FROM SPARK PLUG

Little Rock, Ark.—Editor MOTOR AGE—The spark plug in my gasoline motor is located in the valve chamber in a horizontal position, midway between the inlet and exhaust valves. It gives me a great deal of trouble by becoming covered with oil, and requires frequent stoppages for cleaning. I use as little oil as is possible to keep the piston properly lubricated, but still cannot overcome this trouble. How can I remedy this?—H. L.

Fit a malleable iron street elbow in the spark plug opening with the female thread in a vertical position, then screw the spark plug into the female thread of the elbow. This will not only prevent oil from getting on the end of the plug, but will keep it clean and dry. The type of elbow specified has a male thread on one end and a female thread on the other and is much neater than an ordinary elbow and nipple.

INLET VALVE SEATING

Plainfield, N. J.—Editor MOTOR AGE—The inlet valve of my gasoline motor has a flat seat. The opening is $1\frac{1}{2}$ inches in diameter and the inlet is $1\frac{1}{4}$ inches in outside diameter and about 5-32 of an inch thick. If the inlet valve spring is made sufficiently weak to allow a full charge of the cylinder, the inlet valve does not seat properly and if the spring is made strong enough to hold the valve in place on its seat, the motor does not develop its full power. Can anything be done to remedy the trouble?—B. T.

The inlet valve may be re-turned and the valve seat re-bored to an angle of 45 degrees. This will insure a proper seating of the inlet valve.

IMPROVING LUBRICATION

Dallas, Tex.—Editor MOTOR AGE—The motor of my gasoline runabout has an ordinary sight feed lubricator located upon the top of the crank chamber. An opening in the end of the crank chamber with a $\frac{3}{4}$ -inch pipe nipple and elbow allows free egress and ingress to the air. When the motor is running, all the oil fed into the crank chamber is blown out of this elbow, covering every part of the mechanism with oil, aside from preventing proper lubrication of the crank shaft and connecting rod bearings. I took out the nipple and elbow and closed the opening with a pipe plug, but the lubricator then refused to work. What can be done to insure proper lubrication of the crank shaft and connecting rod?—F. G.

The opening of the crank chamber may be kept closed and a pressure sight feed lubricator

substituted for the plain gravity feed. A crank should be put in the bottom of the crank chamber so that the surplus oil may be drained off every few days.

AREA OF CARBURETER OPENING

Memphis, Tenn.—Editor MOTOR AGE—I have a gasoline automobile motor which is fitted with a mixing valve that does not render satisfactory service. Upon examination I find that the opening in the mixing valve is smaller than the inlet valve opening of the motor. The mixing valve is attached to the inlet valve chamber by a 1-inch pipe about 12 inches long. The inlet valve opening is $1\frac{1}{4}$ inches in diameter, while the opening in the mixing valve is only 1 inch in diameter. What should be done to remedy this trouble?—W. L.

A mixing valve of larger dimensions is necessary. The area of the mixing valve opening should be twice that of the inlet valve opening. As the inlet valve opening is $1\frac{1}{4}$ inches in diameter the mixing valve opening should be at least $1\frac{1}{4}$ inches in diameter. On account of the small area of the mixing valve, the partial vacuum induced on the suction stroke of the motor is not sufficient to lift the valve from its seat.

CONVERTING JUMP SPARK COIL

Louisville, Ky.—Editor MOTOR AGE—What is the difference between a plain jump spark coil and a vibrate coil? Can a plain jump spark coil be converted into a vibrator coil at little expense?—F. W. S.

A plain jump spark coil requires a mechanically operated make and break to produce the secondary spark, while a vibrate coil has an automatic device in the form of an electromagnetic make and break to produce the secondary spark. A plain jump spark coil will only give a spark half as long as a vibrator coil of the same dimensions. A plain jump spark coil may be converted into a vibrator coil by any competent electrician, but it would be more satisfactory, and in all probability cheaper to procure a standard make of vibrator coil.

LIMIT OF COMPRESSION

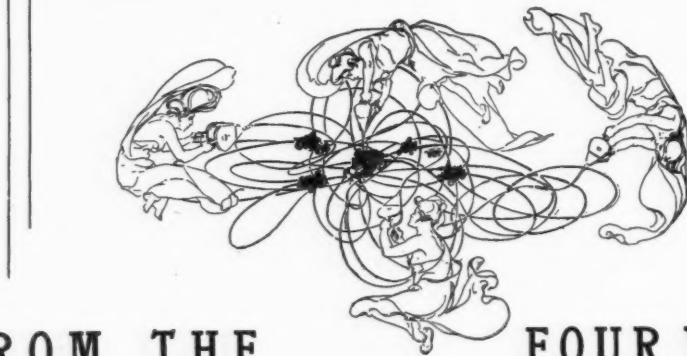
Worcester, Mass.—Editor MOTOR AGE—What is the best ratio of the stroke of the motor to the compression space, and how far can compression be carried without danger of premature explosions? W. C.

The usual rule for the clearance or compression space in a gasoline motor is from three-eighths to one-fourth of the cylinder volume or piston displacement. The compression cannot be carried much beyond one-fourth without danger of premature explosions. The exact amount of compression will vary with the make and speed of the motor.

CHANGING TO VIBRATOR COIL

Columbus, O.—Editor MOTOR AGE—I have a motor fitted with an ignition make and break of the de Dion trembler type, which does not operate well. It is used in connection with a plain jump spark coil. Is there any way of changing this device so that a vibrator coil may be used instead of the plain jump spark coil?—G. W.

The contact screw should be readjusted so that the contact points touch when the nose of the trembler is in the notch in the cam, instead of being apart, as when a plain jump spark coil is used. The cam will, however, need readjusting to properly time the ignition.



FROM THE

FOUR WINDS

The first woman chaffeur in Berlin, Germany, received her license last month.

S. F. Edge has entered five Napier cars for next year's selection trials for the Gordon Bennett race.

There will be automobile racing by electric light at the Northern Wisconsin state fair at Chippewa Falls, September 15 to 18.

The West Michigan State Fair Association will have a series of automobile races during the fair to be held September 14 to 18.

The fire chief of Charlottenburg, near Berlin, Germany, intends to replace all the present horse engines with motor fire engines.

The Fisher Automobile Co., of Indianapolis, Ind., has instituted legal proceedings to prevent the use of the same name by a company recently organized at Bridgeport, Ind.

The first man to be proposed for life membership in the Automobile Club of America is W. C. Temple, of Pittsburg, Pa., vice president of the automobile club of that city.

An automobile club was organized in Macon, Ga., last week, with Dr. A. S. Moore, president; Dr. H. H. Johnson, vice-president; E. W. Burke, secretary, and Frank B. West, treasurer.

The automobile owners of Grand Rapids, Mich., are required to have their initials in 4-inch letters on the back of their cars. They must register with the city clerk and procure a license.

The American Roller Bearing Co., of Boston, will locate at South Framingham, Mass., where a large one-story plant 250 by 60 feet will be equipped, thus giving double the capacity of the old plant.

The well-known Belgium firm called until recently Ateliers Deschamps and located in Brussels, has changed its firm name to the International Automobile Mfg. Co., Ltd. Englishmen are now the principal owners of the company.

It is the intention next October of Belgian automobilists to offer a banquet to Baron de Crawhez, winner of the Circuit des Ardennes, and one of the best continental racing men, the Belgians being extremely proud of him and his achievements.

A court in Brussels decided not long ago that the purchaser of an automobile, although finding it entirely satisfactory as to its running, discovers that it is not entirely new, has a right to claim damages. In the specified case, suit was brought for \$1,080, and the court allowed the claimant \$1,000 damages.

The Mercedes company, with the assistance of other engineering firms, is now supplying its customers with Mercedes cars. It is said the 1904 models will differ very little from the 60-horsepower cars of 1902, the clutch gear, etc., being exactly the same.

B. Greenleaf Sykes, superintendent of the Chicago branch of the Locomobile Co. of America, and Miss Marion Chandler Hatch, of Stafford, Vt., were married at 4 o'clock Wednesday afternoon, September 9, at the Congregational church in Stafford.

Robl, the German bicycle rider, and who was the first to cover 50 miles an hour on a bicycle, stated, during the recent world's championship races at Copenhagen, that he would like to be a starter in next year's Gordon Bennett cup race and drive a Mercedes car.

The Automobile Omnibus Co., of Nuremburg, Germany, has taken out a responsibility insurance policy amounting to \$12,500 in favor of its passengers; thus any passenger traveling over the company's road from Nuremburg to Heroldsberg or Zoblhau is insured against accident.

Carl Benz and his sons, Eugene and Richard, will soon establish a new automobile factory in Ladenbourg, near Munster, Germany. It is stated they have had differences with the other leading members of the Benz company and now intend to increase the competition in the Fatherland's trade.

Two parties of French men and women have made an interesting trip through France. One party used a 15-horsepower car and the other a 10-horsepower car. About 2000 miles were covered. During the first 1000 miles the only accidents were six punctures. Grades of from 6 to 18 per cent were often ascended.

S. F. Bancroft, Chicago representative of the Rose Mfg. Co., of Philadelphia, Pa., the maker of the Neverout lamps, has transferred his office from 347 Wabash avenue to Dan Canary's automobile establishment, 521 Wabash avenue. N. H. Miniter, of the Chicago Gasoline Storage Co., is also located with Canary.

While driving an automobile through northern Iowa last week a party of motorists passed a horse which whirled around at sight of the car. When the animal was quieted, the woman who was driving remarked: "Well, I'll swan, I never even seen one of them businesses before myself, and I don't blame old Bill for rarin'."

La Locomotion, of Paris, has the following note in its last issue: "We have heard, from

a reliable source, that an English syndicate has bought the complete output of new Le Bollee cars for the next 3 years. Most of the members of the syndicate belong to the aristocratic English society. Offices will be in Paris and London."

George D. Richards left Chicago last Friday in a Fredonia car, bound for Indianapolis, Ind. The first day he ran to Wolcott, Ind., 114 miles, without adjustment of any kind. Two tire punctures were the only troubles the first day. The time required was 9½ hours. The rest of the distance, 100 miles, was made Saturday, Indianapolis being reached at 8:30 p. m.

Major and Mrs. O. H. Story, of Boston, Mass., landed in Liverpool, England, August 23, from the steamer Cedric, with their White touring car, for a run through Wales, England and France. In France they propose following the route described in "The Lightning Conductor." This is the second automobile trip in Wales and England made by the major and his wife.

Banschbach's automobile repair shop at Princeton, Ill., is becoming one of the main branches of that company's business. Thirteen years ago the company commenced the sale of bicycles, the first year's business being the sale of three machines. Business has grown yearly until now the firm occupies the floors of a large building, doing an extensive business in bicycles, sewing machines and sporting goods.

A policeman stopped an automobile a few weeks ago in Mons, Belgium, at 8 o'clock the evening for not having his lamp lighted. The motorist was fined but appealed. The judge rendered this decision: "Whereas, May 16, according to official documents, the sun went down at 7:38, but according to astronomical report of the royal observatory at Brussels, the sun's rays continued to shine until 8:06, the accused was thus not at fault."

The railway interests of England are accused of being instrumental in having some of the objectionable features inserted in the motor car bill. At a meeting of the board of directors of one of the railways a big reduction in the year's receipts was reported, due to the greater use of motor cars, enabling gentlemen to travel in their own carriages instead of on the train. The government motor mail service also threatens to reduce the income of the railways about one-half.

The Auto of Paris is promoting a kilometer standing start race, to take place at Chateau-Thierry, near Paris, October 4. There will be four classes in the professional section: Cars from 1430 to 2200 pounds, cars from 880 to 1430 pounds, cars from 550 to 880 pounds, and motorcycles weighing up to 550 pounds. For the tourist's trials, seven classes have been made, according to the value of the chassis, and also an extra section for omnibuses carrying at least twelve passengers.

Kenosha, Wis., has enacted an automobile speed ordinance, limiting the rate to 10 miles an hour except on the main street, where it is limited to 5 miles an hour. As Kenosha is the home of the Rambler car, the officials ought to know better. It seems that there was considerable opposition to the ordinance by the more intelligent members of the council, but it was passed over their heads. The ordinance compels the motorist to sound a horn when meeting or passing horses, and when passing street corners.

AMERICAN MOTOR LEAGUE OFFICIAL BULLETIN

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NATIONAL HEADQUARTERS, 150 NASSAU STREET, NEW YORK

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B. G. Campbell.....Milwaukee
G. W. Poley.....Norristown, Pa.

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Jos. Estoclet.....Philadelphia
John C. Wetmore.....New York
John J. Donovan.....Boston
Louis R. Smith.....New York
Arthur N. Jervis.....New York
C. G. Sinsabough.....Chicago
W. Horace Lerch.....Buffalo

CAUTION SIGNS AND GUIDE BOARDS

Next week it is probable that MOTOR AGE will contain illustrations showing the symbols devised by the league for nine separate caution signs and also of a general form of guide board, with explanatory text telling how and where these signs and guide boards are to be used and how they may be made and put up by automobilists who are far distant from the point of distribution. Estimates are being obtained from manufacturers for supplying enameled iron caution signs, in quantities, and these will be sent out by the league at actual cost, to clubs, consulates or individuals who will attempt to put them up where needed. Descriptive text and illustrations, fully describing the signs and guide boards will be sent to the principal newspapers throughout the United States and Canada, and the work of the league will in this way be given the widest publicity. Incidentally, these signs will be of more or less use to everybody who travels the road, and there will be no real excuse for the farmer who assaults them with a shot gun. For this case the law will provide.

THE COUNTRY STORE BUZZARD

The league wishes that each motorist whom he has charged three or four prices for gasoline would send in his name and address. The league is compiling an interesting list of these frugal yokels which will, it may be, be used to advantage. Then there's the grasping hotel man who bleeds one now and then—upon the apparent theory that the automobilist is possessed of unlimited wealth and is legitimate prey for every host who feeds him. The league is hearing something new in this line every day. It wishes all experiences and the names of all offenders.

LOCAL CONSULS

Next week will be begun the announcement of the appointments of league consuls in the different cities and towns where they have been made. Each consul receives a handsome certificate of appointment under the seal of the league, showing him to be in the "pioneer class" and authorized to co-operate in the formation of a board of consuls and to be and remain a member of such board, subject to its constitution and by-laws. The consuls' certificates are numbered consecutively and

THE AMERICAN MOTOR LEAGUE

is an organization to promote the interests of all users of motor vehicles; to ascertain, protect and defend their rights; to oppose and prevent the enactment of unreasonable and oppressive laws; to encourage the use of motor vehicles by agitation and instruction; to provide its members with printed routes, maps and guide books by which touring may be facilitated and encouraged; to promote the work of improving the public roads and the erection of proper guide boards, and other signs, necessary to guide and warn the users of motor vehicles; to select and appoint official hotels, repair shops and supply stations where its members may obtain reliable service at reasonable rates.

WHO MAY BECOME A MEMBER

"Any man or woman, 18 years of age or over, of good moral character and respectable standing, friendly to the motor vehicle and its interests, shall be eligible to membership."

(Constitution, Article 2, Section 1.)

The League is extending its membership in all parts of the country. We invite all friends of the movement to join and aid in building up a powerful organization.

NO INITIATION FEE. ANNUAL DUES \$2 IN ADVANCE, OR \$3, INCLUDING 1 YEAR'S SUBSCRIPTION TO MOTOR AGE.

will be valued souvenirs of league services in years to come. The first twenty numbered certificates will be awarded by lot among consuls already appointed, after which the numbers will follow in the order of appointments.

A consul of this league is a man who has thought it over and is willing to do his small share in trying to make the A. M. L. just what it ought to be—a big, lusty, powerful, influential and useful body. He does not believe that the using of a motor car rests upon either privilege or concession, and he makes himself an aggressive, militant and effective agent of the organization that makes an aggressive and effective fight for him and for his fundamental right to travel the public roads by his own selected mode of conveyance. He helps the work of recruiting by inviting his automobile friends to join the league, and keeps two or three membership blanks in his pocket, by way of reminder. His work for the league is neither burdensome nor exacting; on the contrary it is, or easily may be, inspiring and

pleasant, just in proportion to the amount of enthusiasm he puts into it. Each one who would like and is willing to do just a little toward building up the league, should write a friendly line to the secretary, receive an appointment as consul and lend a hand toward lifting the great burden of details which now falls upon a small corps of volunteer workers at headquarters.

"No, the two kinds of people on earth I mean. Are the people who lift and the people who lean. Wherever you go you find the world's masses. Are always divided in just these two classes. And, oddly enough, you will find, too, I ween, There is only one lifter to twenty who lean. In which class are you? Are you easing the load Of overtaxed lifters who toll down the road? Or are you a leaner, who lets other bear Your portion of labor, and worry, and care?"

APPOINTMENTS

Frank X. Mudd, of Chicago, has been appointed a member of the national committee on touring. Mr. Mudd's associates on this committee will be selected from populous points in other sections of the country, and their names will be announced soon in MOTOR AGE.

Hon. A. L. Mann, of Jacksonville, Fla., has been appointed chief consul of the Florida state division. Senator Mann has for years been at the head of the good roads movement in his state and it is directly due to his influence that state funds to the amount of several millions of dollars will now be applied to the making and maintenance of a splendid system of hard, smooth highways throughout that beautiful and interesting peninsula. During his recent visit to league headquarters, Senator Mann reported that a great abundance of road making materials had been found in most of the Florida counties, and that the utmost enthusiasm is manifested in the development of the state road system, not only by the farmers, but by the owners and users of motor cars, whose numbers are fast multiplying in the larger towns.

J. C. Brandes, of New York, has been appointed a member of the national committee on local organization. Mr. Brandes has been a member of the league almost from its beginning and has always displayed a lively interest in its affairs. His judgment and experience will aid greatly in directing the official work of the organization.

If you are not a member of the American Motor League, send your name and address to R. L. Stillson, Secretary, 150 Nassau street, New York, and obtain printed information.

THE PACKARD TRANS

Last week we gave the total replacements upon the carbureter and ignition devices. Next in order is *the Motor*.

It was originally thought that the pressure of compression which gave the best results upon the comparatively low elevation of the east and middle west would not yield the required power for the altitudes encountered in the western mountain ranges, and simple metal blocks were provided for increasing the compression. The highest altitudes in the Sierra Nevada mountains (7,300 feet) were scaled however without any necessity for a departure from the standard equipment. Before ascending to the greatest height reached in the Rockies of 10,400 feet, these blocks were used and the result gave the same abundance of power in the country above the clouds that is noticeable in all Packard Cars the country over. While this was not a repair but an adjustment only, it is mentioned here as an interesting fact concerning the adaptability of the Packard Motor to all ordinary and much extraordinary touring.

The first replacement of any kind upon the motor was made at Buena Vista, Colorado, where a small fibre washer upon the inlet valve stem was renewed.

At Chicago the exhaust valve was found to be leaking and upon being removed showed wear upon its seat. There were not the facilities at hand for removing it



The Packard is Noted the Country
and Unfailing

“ASK THE MAN WHO

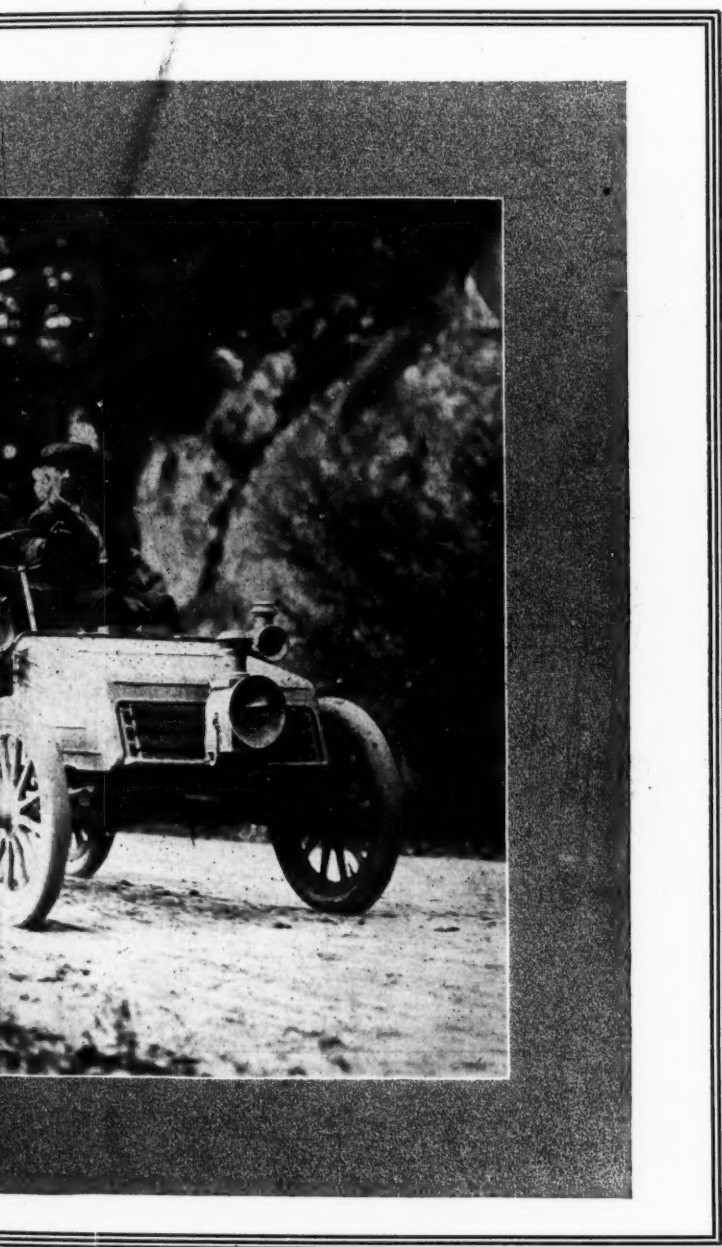


PACKARD MOTOR
WARREN, OH

S-CONTINENTAL TRIP

entry Over for its Endurance
Reliability

WHO OWNS ONE"



CAR COMPANY
OHIO, U. S. A.

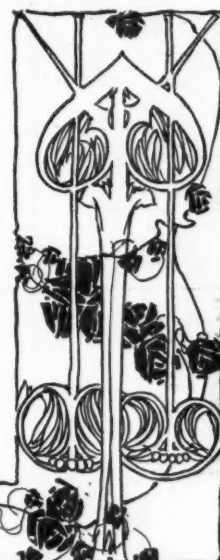
and consequently a new one was slipped into place and the old one placed in the tool box for machining and further use when the trip was completed. A new exhaust valve roller and sleeve were also used on account of the same absence of facilities for repairs upon the worn parts.

At Buffalo, N. Y., the copper oil boat for the oiling of the connecting rod had worked loose and was replaced.

With the exception of the replacement of the fibre washer, exhaust valve, roller and holder and connecting rod oil boat, the same motor with which the car started from San Francisco took it into New York City and propelled it every mile of the way. We want to call most particular attention to this for it stands today *without precedent.*

Any one of the dozens of true sportsmen who journeyed up the Hudson on Aug. 21st and formed the escort for "Old Pacific" during the last thirty miles of its Ocean to Ocean trip can vouch in no lukewarm terms for the magnificent operation of the Standard 12 h. p. single cylinder Packard motor, after more than four thousand miles of continuous travel over the hardest path that nature could devise and man select.

The last twenty miles were done at the same speed as the first twenty. Under similar conditions the results are always the same and the repairs the minimum.



TUBING

STANDARD SEAMLESS

The Past Record of this Tubing Proves its Worth.

Pleasing factory after factory is due to the splendid method of manufacture. Using selected flat stock—critically inspected—and joining by Electric Welding, forms a perfect tube—without flaw—without seam.

A seam, you know, is a visible line—but where there's no line visible, isn't it seamless?

Well! that's Standard Tubing for you—Seamless.

It's so bright it takes a lustrous finish—but that's not all, its strength is increased by its absolute uniformity.

Ordinary tubing is expanded from round stock, where flaws can't be detected.

Now, isn't electrically welded tubing better?

Just try a sample and see.

You'll never return to tubing made by the "old time" methods—yet you pay no more for it.

Out of this good tubing we make Front and Rear Forks, Stays, Fork Stems and Seat Posts. We sell to you direct—perfect parts at prices as low, if not lower, than you'll pay for inferior parts.

Hadn't you better let us hear from you?

STANDARD WELDING CO.

CLEVELAND, O.

DARRACQ CARS

FIRST!

**All World's Records Broken
on a Muddy Track at
the Detroit Races
September 8th**

The Darracq won the **15-Mile Race** in **16 minutes, 3 seconds**, breaking all world's records. Every mile was made in better than 1 minute 4 seconds, and the **eleventh mile** was made in **1:02 2-5**.

The Darracq also won the five-mile race, beating Barney Oldfield.

***Darracqs
Always
Lead***

American Darracq Automobile Co.

F. A. La Roche Company, Sole American Importers and Distributors

652-654 Hudson Street, NEW YORK

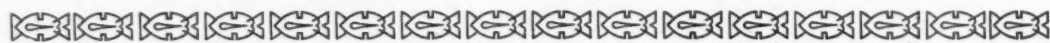
Branch: 147 West 38th Street

Chicago Branch: J. B. McKeague Company, 502-504 Wabash Ave.

NOTICE

TO MANUFACTURERS, DEALERS, IMPORTERS,
AGENTS AND USERS OF

Gasoline Automobiles



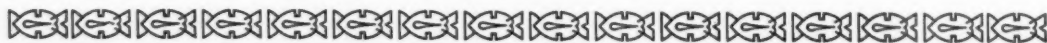
United States Letters Patent No. **549,160**, granted to George B. Selden, November 5, 1895, controls broadly all gasoline automobiles which are accepted as commercially practical. Licenses under this patent have been secured from the owners by the following named manufacturers and importers:

Electric Vehicle Co.
The Winton Motor Carriage Co.
Packard Motor Car Co.
Olds Motor Works
Knox Automobile Co.
The Haynes-Apperson Co.
The Autocar Co.
The George N. Pierce Co.
Apperson Bros. Automobile Co.
Searchmont Automobile Co.
Locomobile Co. of America
The Peerless Motor Car Co.
U. S. Long Distance Automobile Co.
Waltham Manufacturing Co.

Pope Motor Car Co.
The J. Stevens Arms & Tool Co.
H. H. Franklin Mfg. Co.
Charron, Girardot & Voigt Co. of
America (Smith & Mabley)
The Commercial Motor Co.
Berg Automobile Co.
Cadillac Automobile Co.
Northern Mfg. Co.
Pope-Robinson Co.
The Kirk Mfg. Co.
Elmore Mfg. Co.
E. R. Thomas Motor Co.
Buffalo Gasoline Motor Co.

These manufacturers are pioneers in this industry and have commercialized the gasoline vehicle by many years of development and at great cost. They are the owners of upwards of four hundred United States Patents, covering many of the most important improvements and details of manufacture. Both the basic Selden patent and all other patents owned as aforesaid will be enforced against all infringers.

No other manufacturers or importers are authorized to make or sell gasoline automobiles, and any person making, selling or using such machines made or sold by any unlicensed manufacturers or importers will be liable to prosecution for infringement.



Association of Licensed Automobile Mfrs.

No. 7 EAST 42d STREET, NEW YORK

SATURDAY, SEPT. 12

RACE MEETING

OF THE

New York State Fair Association

AND

The Automobile Club of Syracuse Syracuse, N. Y.

Events Include Contests for Motor Bicycles and all Motor Cars

SPECIAL MATCH RACES

Including a Three-Cornered Contest Between

F. A. LA ROCHE

40 HP.
Darracq

JULES SINCHOLLE

40 HP.
Darracq

HENRI PAGE

40 HP.
Decauville

These three cars were made for and driven in the recent PARIS-MADRID RACE

This is the Race Meet You want to Attend

Special Club Runs are Being Arranged to Arrive in Syracuse for these Races.

REDUCED RATES ON ALL RAILROADS IN NEW YORK STATE

ENTRY BLANKS ON APPLICATION

ENTRIES CLOSE
SEPT. 9, 1903

C. A. Benjamin, Automobile Club of Syracuse,

SYRACUSE,
N. Y.



Marvelous, Indeed!

Again the genuine detachable G. & J. Tires demonstrate they are the fastest and most reliable automobile tires in the world.

At Columbus, Ohio, July 4th, Barney Oldfield broke all existing records from one to ten miles, establishing a new table of world's records as follows:

OLDFIELD'S RECORD AT COLUMBUS, OHIO, JULY 4, 1903					
1st mile	.	56 2-5	One Mile	.	:56 2-5
2nd "	.	59	Two Miles	.	1:55 2-5
3rd "	.	59 3-5	Three Miles	.	2:55
4th "	.	1:00	Four Miles	.	3:55
5th "	.	59 3-5	Five Miles	.	4:54 3-5
6th "	.	59 3-5	Six Miles	.	5:54 1-5
7th "	.	1:01	Seven Miles	.	6:55 1-5
8th "	.	1:00	Eight Miles	.	7:55 1-5
9th "	.	59 3-5	Nine Miles	.	8:54 4-5
10th "	.	1:00	Ten Miles	.	9:54 4-5
<hr/>					
TOTAL	.	9:54 4-5	Mile Average	.	:59 4-5

INSIST ON

G & J TIRES

being fitted on your automobile.

They will be furnished by manufacturers and dealers everywhere.

G & J TIRE CO.

INDIANAPOLIS, IND.

NEW YORK AGENCY, 81 Reade Street, New York City.

Locomobile

Easily the Best Built Car in America

9 h. p. and 16 h. p. Gasoline Touring Cars.

Front Vertical Motors only used.



A 4-CYLINDER LOCOMOBILE.

POWER. Over one brake horse power for every 100 pounds of weight. This means great speed both on roads and on hills. Silent running and vibrationless.

EASE OF CONTROL. Multiple cylinder system with throttle on wheel gives perfect control. All speeds from six miles per hour to the maximum, obtained by throttle running on high gear. "It runs like a little sewing machine."

APPEARANCE. Very handsome and stylish. All kinds of tonneaus kept on hand ready for quick finishing. Both of wood and aluminum.

CONVENIENCE. All mechanical features in accordance with the best and latest practice. All parts easily "get-at-able." All valves removable and replaceable in minimum time. The working machinery being in front, passengers need never be disturbed to make any slight adjustments.

Write to any branch office for photographs, further details, or to arrange for a demonstration. You can not appreciate the many points of superiority of the Locomobile Gasoline Touring Car until you give it a thorough trial.

Order now, so as to get your car
in time for the fall touring season.

The Locomobile Company of America

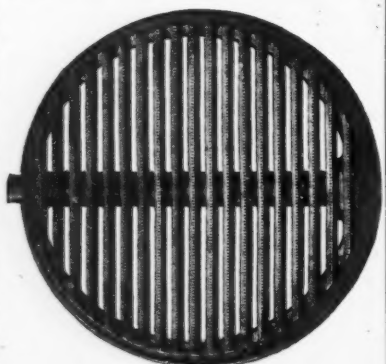
MEMBERS OF THE ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS.

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"BARTON" STEAM GENERATORS,

Water Regulators, Throttle Valves. "Burnell"
Kerosene and Gasoline Burners and Generators



Cut shows "Burnell" Burner.
Patented May 5, '03.

Change your method of making steam and have an up-to-date car. Steam generator, kerosene burner is the most ideal plant for auto. or launch. Made in all sizes from 14-inch to 30-inch. No burning of boiler, no water glass, no hand regulation, no danger from fire, and more dry steam than you can use. Two hundred miles with 5 gallons kerosene. Positively no clogging of generator

Guaranteed Satisfaction

or money back. The Burnell Gasoline Burner and Generator sold separately—formerly Studebaker-Burnell goods. ∴ Manufacturers of up-to-date appliances for steam cars. Write for catalogue and descriptive matter at once.

Greatly improved over last year's goods, known as Studebaker-Burnell goods.



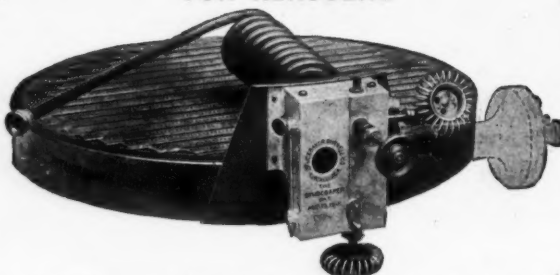
Cut shows Steam Generator.
Made in all Sizes.

FOR KEROSENE

"BURNELL"

Generators
and Burners
sold separately

From Neiheisel Bros., Boulder, Colo., under date of July 21st, 1903. "The more we run the boiler in our carriage the better it works. We would not change back to the fire tube boiler for any price."



Both Kerosene and Gasoline Generators have valve to seat.

The BARTON BOILER
COMPANY, SOLE
MANUFACTURERS,

OFFICE AND FACTORY

4212-4230 State St., Chicago,
U. S. A.

*PHONES OAKLAND 1540-1.

GOODRICH

CLINCHER AUTOMOBILE TIRES

Again to the front with a new record for **SPEED AND ENDURANCE**. Barney Oldfield at Columbus, Ohio, Aug. 20th, 1903, made two new records for machines in the 1650 lb. Class and used the

ORIGINAL AMERICAN CLINCHER

for the tire equipment. 1 mile 1.00—10 miles 10.25 $\frac{1}{2}$. 27 $\frac{3}{4}$ seconds better time than the previous 10 mile record held by Louis Sincholle.

THE B. F. GOODRICH COMPANY,

AKRON RUBBER WORKS,

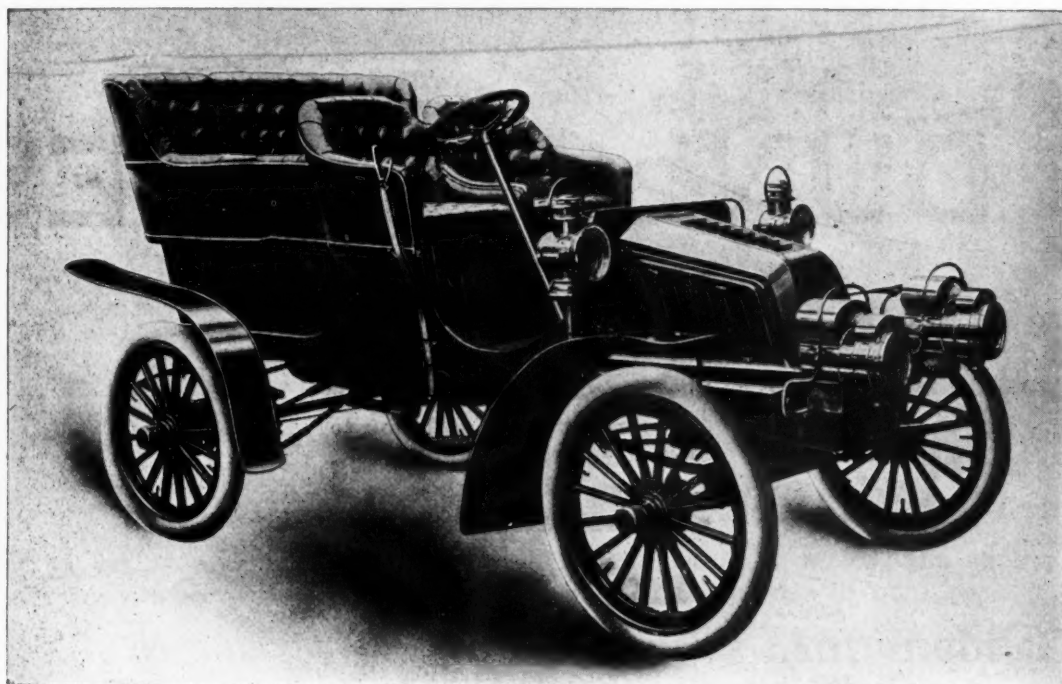
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FOR DAILY
USE.....

Fredonia Model No. 2

SIMPLICITY
STRENGTH
RELIABILITY



PRICE, \$1,250.00

FREDONIA TONNEAU No. 2.

DESCRIPTION.

Four passenger, weight 1,500 pounds, 10 horse power motor, normal motor speed 600 revolutions, one cylinder, 6-inch bore by 6 1/4-inch stroke, jump spark, dry batteries, speed ratio between motor and wheels on fast speed three to one, wheel base 87 inches, track 56 inches, wheel diameter 30 inches, wheels wood, tires 3-inch Clincher, live rear axle, roller hub bearings, two brakes, hub brake on rear wheels, planetary gear transmission, speed 6 to 25 miles an hour, chain drive to axle, wheel steering, gasoline tank capacity 9 gallons, water 3 gallons, water circulation by pump and radiating coil, lubrication by gravity feed, radius on one charge 150 miles.

9 H. P.
RUNABOUT
\$1,000

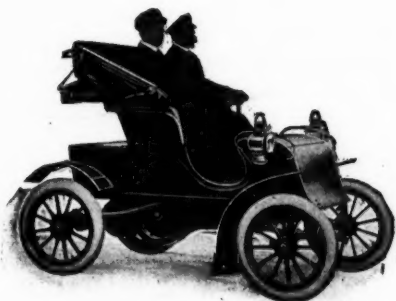
Winner of the President's
Cup in the New York-Boston
Reliability Test.

FREDONIA MANUFACTURING CO., Youngstown, Ohio, U.S.A.

Chicago Agent: Edmond F. Dodge, of P. G. Dodge & Co., 2116 Lumber Street.
EXHIBITED AT 1303 MICHIGAN AVENUE

DO OTHERS PASS YOU
ON THE HILLS?

Try a WATERLESS KNOX



The Knox Line Includes

RUNABOUTS, TONNEAUS,
SURREYS and
DELIVERY CARS.

Knox Automobile Co., Springfield, Mass., U.S.A.

MEMBERS OF ASSOCIATION OF LICE AUTOMOBILE MANUFACTURERS

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San Francisco, National Automobile & Mfrs. Co., 134-148 Golden Gate Ave.
Philadelphia, Banker Bros. Co., 629 N. Broad St.
Pittsburgh, Banker Bros. Co., Baum & Beatty Sts.
Chicago, A. C. Banker, 456 Wabash Ave.
Minneapolis, Northwestern Motor Vehicle Co., 112 So. 6th St.
Fall River, Mass., J. Edward Newton.
Providence, R. I., Davis Automobile Co., 79-83 Mathewson St.
Grand Rapids, Mich., Adams & Hart.
Hartford, Conn., Brown, Thomson & Co.

Brockton, Mass., W. H. Marble, 152 High St.
Paterson, N. J., F. W. Stockbridge, 450 Broadway.
Marlboro, Mass., A. M. Page.
St. Louis, Mississippi Valley Auto Co., 3935 Olive St.
Worcester, Mass., Worcester Automobile Co., 84 Exchange St.
Denver, Geo. E. Hannan, 1455 California St.
Milwaukee, Wis., Geo. A. Crane, 187 Wisconsin St.
Kansas City, Hogan-Irvin Co., 1221 McGee St.
Louisville, Sutcliffe & Co., 1051 Third St.
Indianapolis, Ind., Indiana Auto. Co., 34-36 Monument Place.
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Buffalo, N. Y., E. F. Von Wettburg, 918 Main St.

LATEST
RECORDS
FOR

THE DUNLOP TIRES

Stanley Steam Car wins first award in Mass. Auto Club Hill Climbing Contest, Boston, April 20, with "Dunlops."

Duryea Car wins first award (in gasoline class) in same contest, with "Dunlops."

Knex Delivery Car wins first award in New York Commercial Contest May 20 and 21, with "Dunlops." (Weight of vehicle, 3,800 pounds.)

Stanley Steam Car wins world's mile record at Readville, Mass. May 30, with "Dunlops."

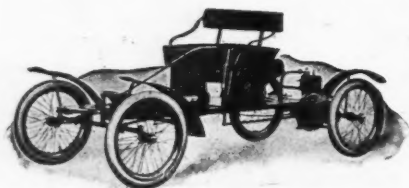
C. H. Curtis Motor Cycle wins first award in New York Motor Cycle Club's Hill Climbing Contest, May 30, with "Dunlops."

B. B. Bird and R. R. Boorman each win first awards in Motor Cycle Endurance Contest, New York to Worcester, July 3, 4, 5 and 6, with "Dunlops."

They can be Relied Upon to
Stand the Test on all Kinds
of Motor Vehicles. # # #

Hartford Rubber Works Co.
Hartford, Conn.

PRICE, \$375



Patented March 10, 1903.

Any infringement of the above claims will be subject to immediate prosecution.

IT BEATS THEM ALL

The Orient Buckboard

*The Lowest Priced Automobile
in the World*

Why invest in a costly car which may be a back number next season,
when the little buckboard will do all your work and
can beat them all in speed?

WHAT SOME OF THOSE SAY WHO RIDE THEM.

WALTHAM MFG. CO., Waltham, Mass.

Gentlemen.—I arrived home with my Orient Buckboard O. K.; only made one stop and that was to oil it. Never had such a fine ride in my life. I have run it about 200 miles without any trouble. I had expected to have trouble in starting it but as yet it has never refused.

Wishing you every success, I am

Yours truly,

F. W. BENT.

West Quincy, Mass., July 1, 1903.

WALTHAM MFG. CO., Waltham, Mass.

Dear Sirs.—About three months ago I purchased one of your Buckboards in Newark, N. J., and have used it almost continually since in my profession, and for pleasure. I have added a few little improvements that have made the machine as perfect as I would expect of an automobile that costs considerably more. I have not had any trouble with overheating or any of the other troubles so common with the general run of large automobiles. Would be pleased to recommend your Buckboard to any inquiring purchasers.

Sincerely yours,

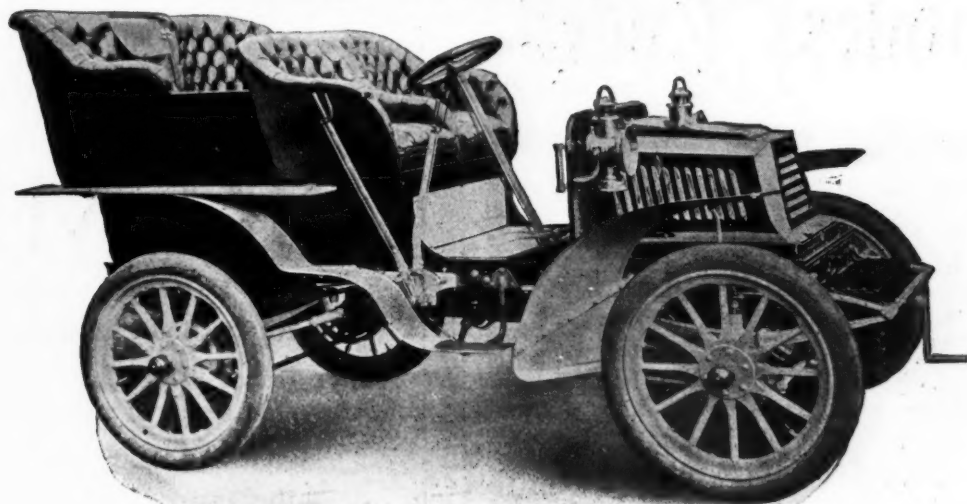
DR. C. W. TITUS.

Newark, N. J., July 11, 1903.

WRITE FOR ILLUSTRATED CATALOGUE.

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EVERY PART OF THE



Searchmont

is easy to get at and fix—the transmission, the clutch, the motor, and all the working parts of the car. Everybody who owns a Searchmont wants his friends also to own

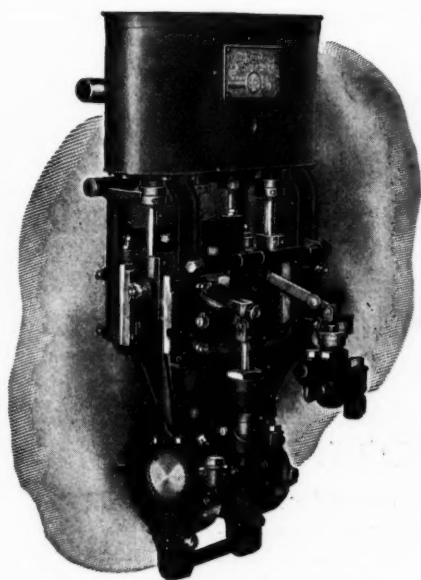
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SEARCHMONT AUTOMOBILE CO.

MEMBER OF THE ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS.

North American Building, PHILADELPHIA.

Factories: Searchmont (near Chester), Pa.



THE "NEW MASON" Model C

The "NEW MASON"

(Model "C")

includes all of the many excellencies of the original Mason Engine, with additional features, which give it a still greater lead ahead of all other steam auto engines.

Every part of the Mason Engine has been critically gone over, and wherever possible, improved, strengthened and perfected in every smallest detail.

We have made, operated and repaired more steam auto engines than any other concern, and have concentrated in the "Model C" all of the experience gained by this wide observation of all other engines. We do not claim that **The Mason "Model C"** is a perfect engine, but do positively affirm, and are ready to back up our affirmation, that it is, from every standpoint,

THE BEST AUTO ENGINE IN THE WORLD.

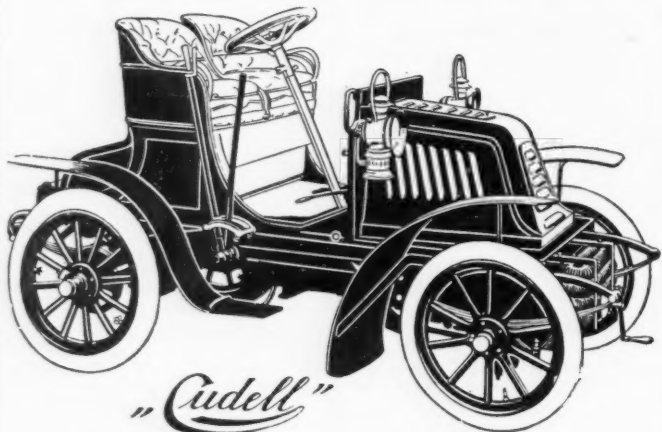
Our "Model C" catalogue will tell you all about this engine, and prove interesting to every autoist. It will be a pleasure to mail you a copy. Send postal card for it to-day.

A full line of parts for all Mason Engines will be found at 147 Queen Victoria St., London, England.

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Kindly mention this publication in writing.

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8 & 12 h.p. 2 cylinder **SURREYS** 16 h.p. 4 cylinder

J. C. BRANDES, U. S. Agent Cudell & Co.

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the name of being a fast touring car and a good hill climber. The PREMIER Motor Car is built to meet the approval of automobilists who, as the result of experience, have become discriminating buyers.

Premier Motor Mfg.
Co., Indianapolis, Ind.

I had no trouble learning to operate my new Peerless Touring Car, and it runs beautifully—no trouble, no care—just real satisfaction.
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The universal acceptance of the Peerless Motor Car as the standard of American manufacture is not due to a whim or fad on the part of automobilists, but to a realization on the part of students of automobilism that the results attained by the Peerless show conclusively an ideal arrangement of parts coupled with care in manufacturing. :: A few of "The Ideals." Vertical motors, 2 or 4 cylinders, under front bonnet. Bevel gear action with direct drive on high speed. High powered, automatically governed motors, 34 inch wheels, Long wheel base. Large comfortable tonneau, magnificent finish. If you don't understand some of the above technical terms, ask some one who does. He'll tell you they mean "Best" in automobile construction.

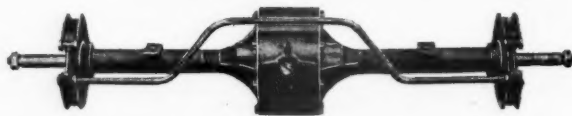
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Catalog free. Address Dept.

PEERLESS MOTOR CAR CO., Cleveland, O.

(Member Association of Licensed Automobile Manufacturers.)

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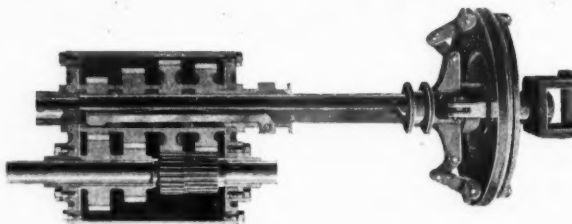
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12, 16, 18, 24 and 32 h. p. Self-Locking Safety Steering Gears

Transmission Gear Three Speeds Forward and Reverse



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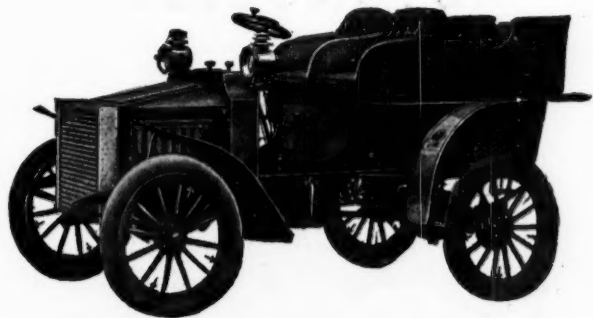
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We are now in a position to make delivery two or three days after receipt of order

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FRANK P. ILLSLEY, 1421 Michigan Avenue, Agent for Chicago and Vicinity

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NEXT TO FLYING

is the motion of the incomparable WHITE—smooth, noiseless, and free from all motor vibrations—a swift, gliding movement that affords the maximum of automobiling pleasure, minus its every defect.

Write for full particulars, experts' reports and official results of important endurance contests.

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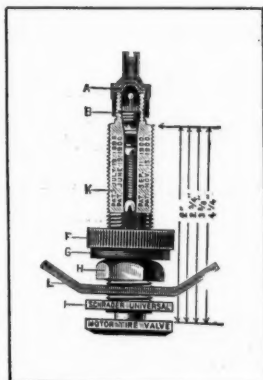
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As simple to use
and operate as
an oil lamp. Send
for circular about
it and our new
styles of
OIL LAMPS

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37 Laight St.
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ESTABLISHED 1840



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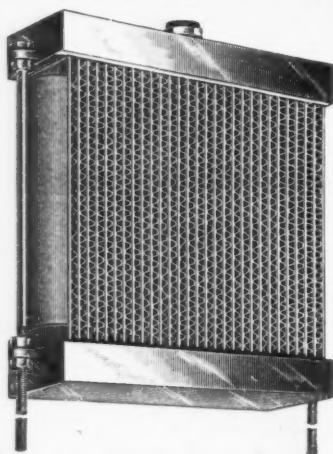
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Simple and Absolutely Air Tight

Motor Tire Valves, as shown in cut, are made in four lengths as shown. Cut is exactly half size of the 2-inch valve. Supplied to the trade by all Tire Manufacturers.

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"The Brasco" Some distinctive features: All Brass and Copper. No iron used. Compact. Dimensions over all, 18½x21x4. Holds three gallons of water. 12,000 square inches of heating surface. Will cool efficiently any motor up to 16 b. h. p.

List Price, \$60.00.

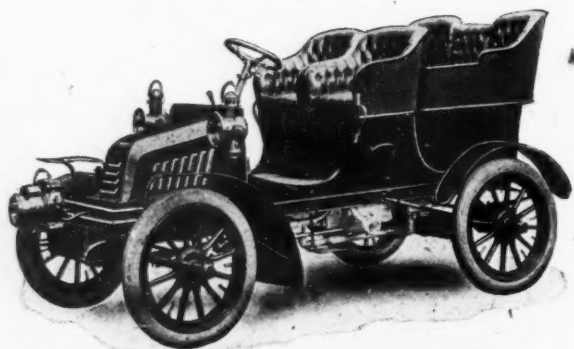
Discounts to the Trade.

The Columbus Brass Co. . . . Columbus, Ohio.

THE AUTOMOBILE PROBLEM SOLVED
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SANTOS-DUMONT

A high-grade two-cylinder Tonneau. Price, \$1,500. In appearance, power and general results fully the equal of any \$6,000 French car on the market.



Many prospective automobile purchasers have been waiting until a practical, speedy, powerful car should be put on the market without a "fad" price.

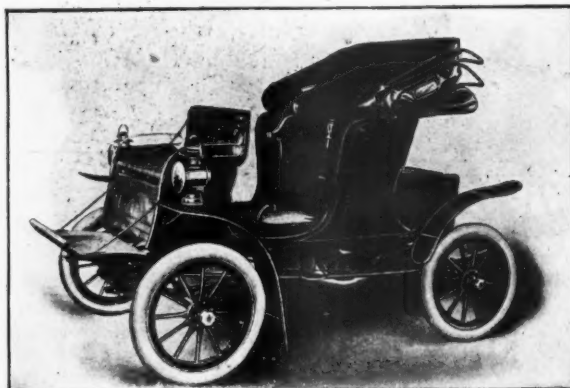
We have met these conditions in the Santos-Dumont: It is a combination of all the best features of the high-grade French and American machines. Roomy, splendidly finished Tonneau. High-grade material and workmanship throughout. The most noiseless and perfect gasoline engine ever constructed. Two-cylinder opposed type doing away with vibration. It combines power, speed and durability with great simplicity and ease of handling. Don't purchase until you have thoroughly investigated the Santos-Dumont.

THE COLUMBUS MOTOR VEHICLE CO., COLUMBUS OHIO

DAN CANARY AUTOMOBILE CO., 521 to 531 Wabash Av., Chicago Representative.

"It Starts from the Seat."

"STEVENS-DURYEA" (GASOLINE) AUTOMOBILE



It is Not Surpassed for
SPEED, HILL-CLIMBING, RELIABILITY
Price, at Factory, \$1,300.00

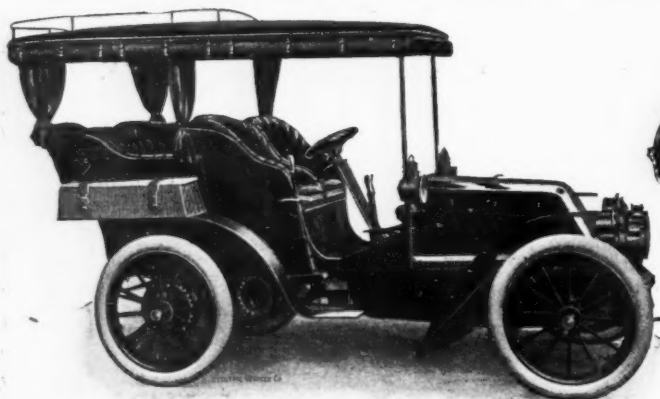
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Member of Association of Licensed Automobile Manufacturers.



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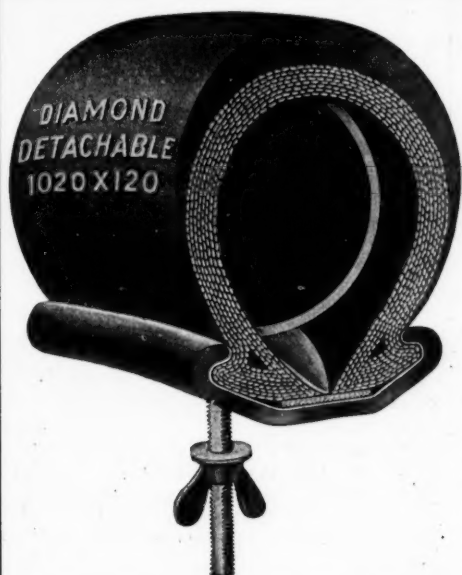
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THE DIFFERENT REQUIREMENTS WHICH AN AUTOMOBILE TIRE MUST MEET

Demand, each in its turn and for its own purpose, *some special point of excellence* in material or construction.

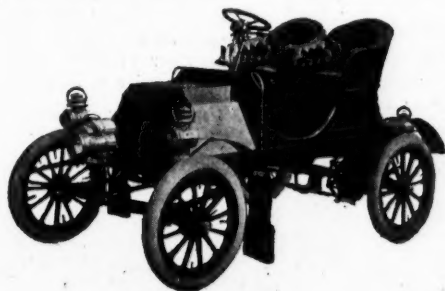
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FRANKLIN

New ideas scare some people. A year or so ago when we introduced an air-cooled motor people laughed at us or felt sorry for us. They said lots of things. Never mind that now.

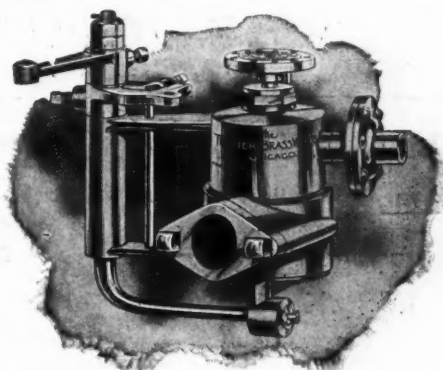
The Franklin is such a complete success today—power, speed, perfect construction and all—that it is in a class by itself.

Notice particularly the lack of vibration and its quiet running. Remember it runs 365 days a year. Neither cold days nor hot days effect its powerful four cylinders

If you buy a Franklin you get full value for your money—lots of service, lots of fun and a car that is guaranteed by a responsible firm.

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Member of Association of Licensed Automobile Manufacturers
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The NEW TURNER CARBURETER IS THE BEST



A sample of the New Turner Carbureter will be sent to properly rated manufacturers without deposit. Otherwise cash with order.

It is the only Carbureter manufactured that compensates for all the changes of speed of motor and allows for any amount of throttling without changing the mixture. There are many other reasons. Write for full information and Catalogue No. M. A.

....Manufactured by....

THE TURNER BRASS WORKS
59 MICHIGAN STREET, CHICAGO

Brandenburg Bros. & Alliger, New York & Chicago, General Sales Agents



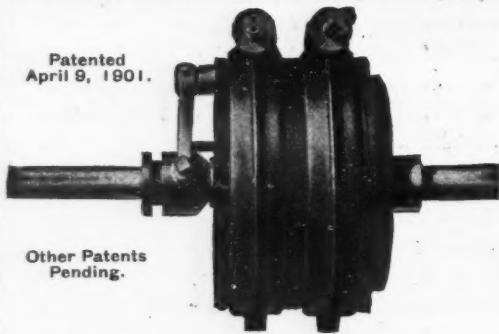
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TIRES

THE FAMOUS
MICHELIN

12 East 27th Street, New York City.

United States Agency, Norris N. Mason, Manager.

They Eat
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Obstacles



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April 9, 1901.

Other Patents
Pending.

THE BALL Transmission Gear

Two Forward Speeds and a Reverse.
Made entirely of Spur Gears cut
from Steel Blanks with Hardened
Teeth, Running in Oil.
No Internal or Bevel Gears.

NEW YORK GEAR WORKS

58 Greenpoint Ave., BROOKLYN, N. Y.



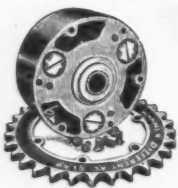
Indicates the Exact Rate of Speed

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**AUTOMOBILES
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127 W. 32d St., NEW YORK CITY.



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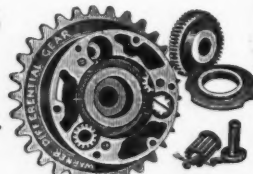
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NOT AS GOOD BUT BETTER

This Is Guaranteed. 4 Sizes, in Both Sprocket and Bevel Gear Drive.

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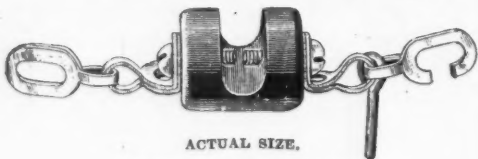
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Patented in U. S. and Foreign Countries.

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For Producing an Auxiliary Spark.



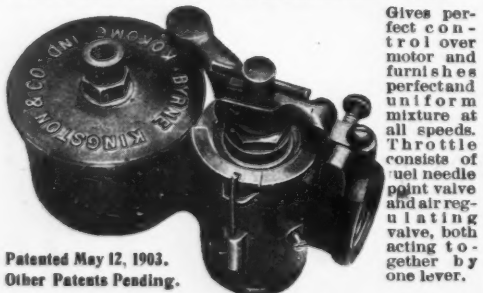
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Other Patents Pending.

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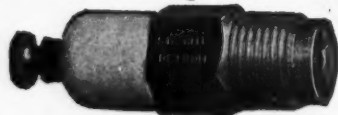
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\$8

The New Mueller Jump Spark Coil.

The best of everything used in its manufacture. Made in all sizes for all kinds of work. Coils sent on trial to responsible manufacturers. To all others cash must accompany order.

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A Quick Start,

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a safe return characterize

**National Electric
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The most serviceable autos for everyday use. Extremely simple in construction and operation. Powerful batteries. Ready to go at any time without tinkering. Any member of the family can handle a National.

Live Representatives Wanted in Unassigned Territory.

Our catalogue shows the latest models.

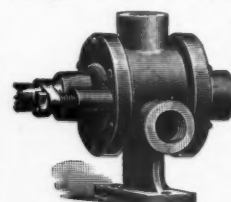
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Improve your circulation by using the



LOBEE PUMP

Increases and gives a positive circulation to the cooling water for all Gasoline Motors. Simple, Cheap, Durable, Efficient, easy to apply. Over 2,000 in use.

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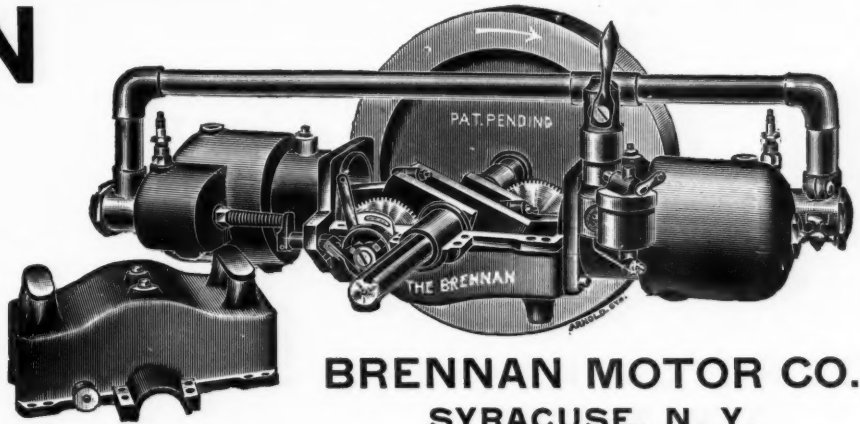
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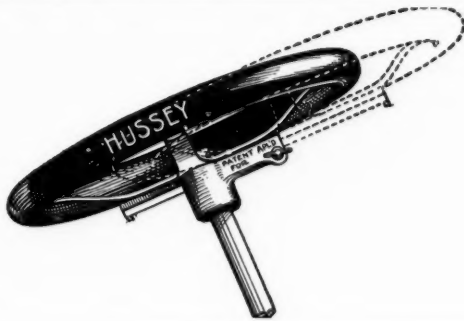
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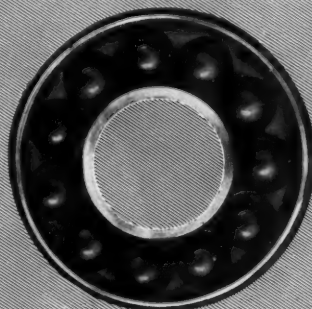
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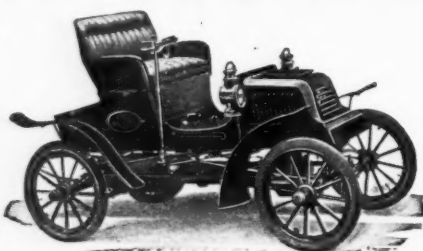
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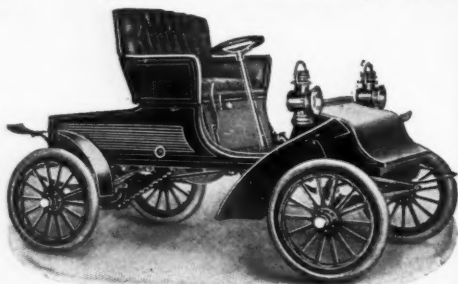
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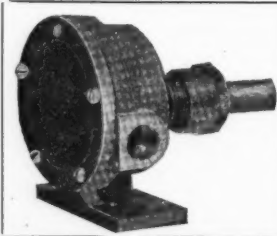


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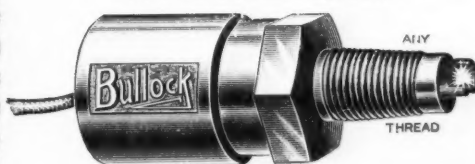
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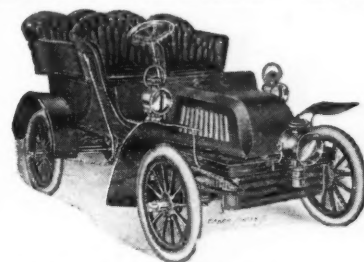
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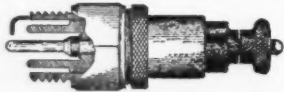
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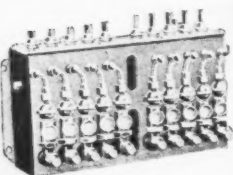
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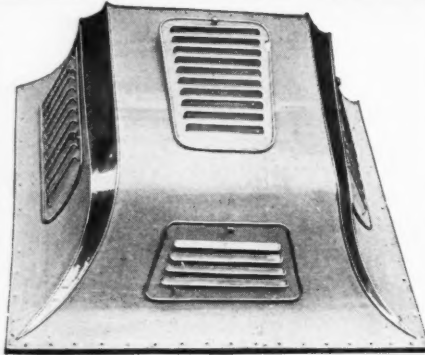
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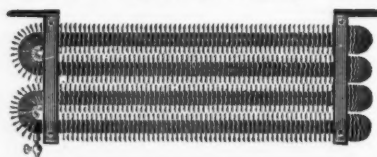
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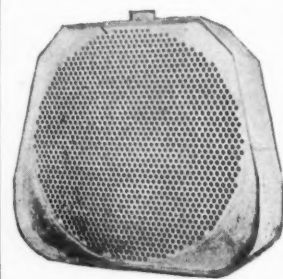
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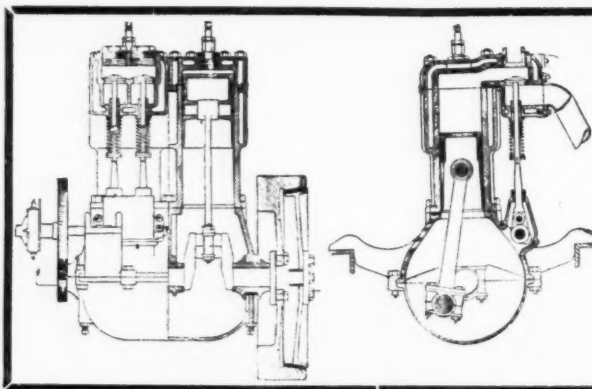
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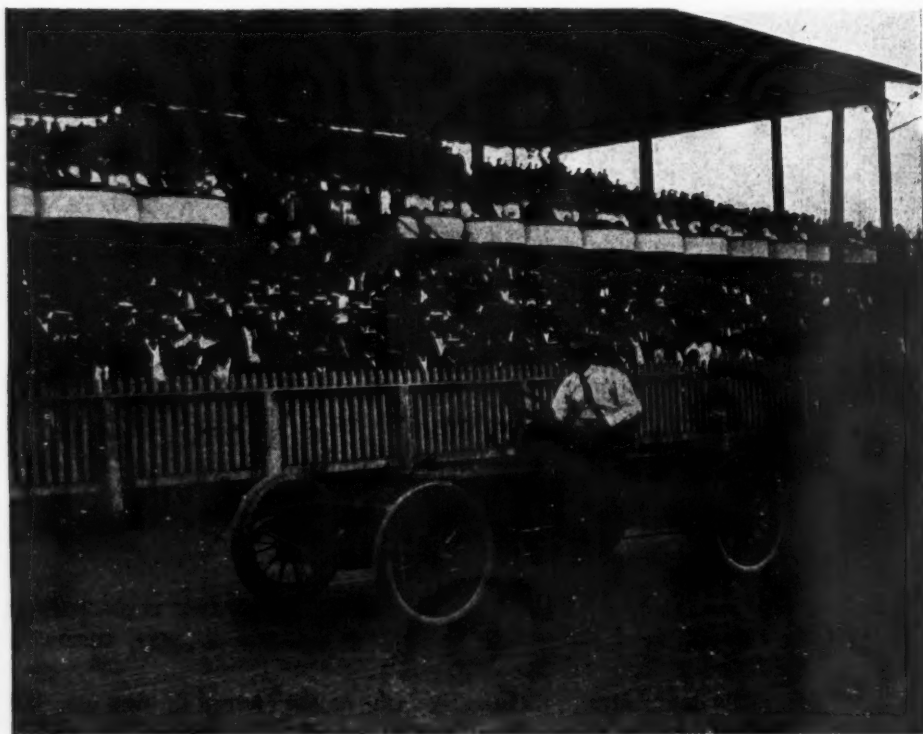
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